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TOPICS - OF - THE - DAY

OUR GOVERNMENT'S ATTITUDE TOWARD NATIONAL DEFENSE

A PACIFIST HYSTERIA and a militarist hysteria, as one editor remarks, have been evoked in this country by the shadow of the European War, and it is not surprizing if both make themselves heard in the growing discussion of the state of our national defenses. But neither extreme seems to find a voice in President Wilson's words to Congress on this subject, nor in the straightforward tho somewhat conflicting testimony and opinions laid before the public last week by such authorities as Secretary of War Garrison, Secretary of the Navy Daniels, Generals Crozier and Scott, Rear-Admirals Fletcher and Badger, ex-President Taft, and Secretary of State Bryan. Some idea of how the newspapers are lining up on the question may be gathered from articles in our issues of December 5 and December 12. In the latter was mentioned the new National Security League, which would rouse the country to an intelligent interest in national defense. Since then another citizens' organization, the National Antiarmament Association, has sprung into being with the purpose of opposing "the exploitation at this time of the so-called military unpreparedness of the United States and the comparison of our national defenses and military and naval establishments with those of European nations."

"We have not been negligent of national defense," nor "unmindful of the great responsibility resting upon us," declares the President in his address to Congress at the opening of the short session. While admitting that we are not ready upon brief notice to put in the field a nation of men trained to arms, he says that we have always found means to defend ourselves and "shall find them whenever it is necessary," but "we shall not turn America into a military camp." We have always regarded a powerful navy, he reminds us, as "our natural and proper means of defense," and this he would supplement, not by a great standing army, but by "a citizenry trained and accustomed to arms." He sees no "reason to fear that from any quarter our independence or the integrity of our territory is threatened," and therefore warns us against letting imaginary dangers move us to any course that will impair our national reputation as "champions of peace and concord," especially when "it is our dearest present hope that this character and reputation may presently, in God's providence, bring us . . . the opportunity to counsel and obtain peace in the world." But to form an adequate idea of the President's position in this matter we must turn to more extensive quotations from his message—a message commended by the New York *Evening Post* for "laying the cold hand of reason" on the fevered brow of the alarmist, and deplored by Representative Gardner as voicing a "lullaby policy" calculated to soothe the country into a false sense of security:

"It is said in some quarters that we are not prepared for war. What is meant by being prepared? Is it meant that we are not ready upon brief notice to put a nation in the field, a nation of men trained to arms? Of course we are not ready to do that; and we shall never be in time of peace so long as we retain our present political principles and institutions. . . . We shall not turn America into a military camp. We will not ask our young men to spend the best years of their lives making soldiers of themselves. There is another sort of energy in us. It will know how to declare itself and make itself effective should occasion arise. And especially when half the world is on fire we shall be careful to make our moral insurance against the spread of the conflagration very definite and certain and adequate indeed."

He admits, however, that there is one constructive reform desirable for the increase of our security, and he outlines a plan for "a citizenry trained to arms," which the Boston *Transcript* calls "a modification of the Swiss system of military training." This, exclaims the New York *Globe*, in approving tones, would mean a truly democratic army. But the New York *Tribune* objects that it would provide only a third line of defense, whereas what the country wants to know is whether the first and second line, the Navy and the regular Army, are efficient. Says the President:

"We must depend in every time of national peril, in the future as in the past, not upon a standing army, nor yet upon a reserve army, but upon a citizenry trained and accustomed to arms. It will be right enough—right American policy, based upon our accustomed principles and practises—to provide a system by which every citizen who will volunteer for the training may be made familiar with the use of modern arms, the rudiments of drill and maneuver, and the maintenance and sanitation of camps. We should encourage such training and make it a means of discipline which our young men will learn to value. It is right that we should provide it not only, but that we should make it as attractive as possible, and so induce our young men to undergo it at such times as they can command a little freedom and can seek the physical development they need, for mere health's sake, if for nothing more. Every means by which such things can be stimulated is legitimate, and such a method smacks of true American ideas. It is right, too, that the

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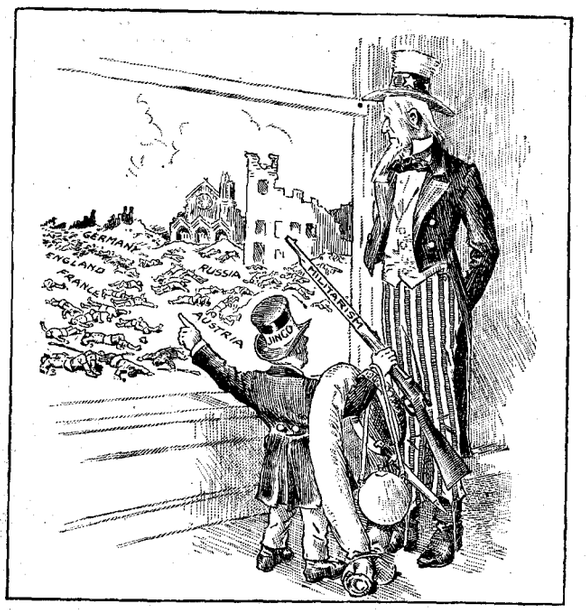

"COME, UNCLE, GET INTO THEIR CLASS."
—De Mar in the Philadelphia *Record*.

National Guard of the States should be developed and strengthened by every means which is not inconsistent with our obligations to our own people or with the established policy of our Government. And this, also, not because the time or occasion specially calls for such measures, but because it should be our constant policy to make these provisions for our national peace and safety.

"More than this carries with it a reversal of the whole history and character of our polity. More than this, proposed at this time, permit me to say, would mean merely that we had lost our self-possession, that we had been thrown off our balance by a war with which we have nothing to do, whose causes can not touch us, whose very existence affords us opportunities of friendship and disinterested service which should make us ashamed of any thought of hostility or fearful preparation for trouble."

In regard to the Navy, he says:

"A powerful Navy we have always regarded as our proper and natural means of defense; and it has always been of defense that we have thought, never of aggression or of conquest. But who shall tell us now what sort of navy to build? We shall take leave to be strong upon the seas, in the future as in the past; and there will be no thought of offense or of provocation in that. Our ships are our natural bulwarks. When will the experts tell us just what kind we should construct—and when will they be right for ten years together, if the relative efficiency of craft of different kinds and uses continues to change as we have seen it change under our very eyes in these last few months?"

Somewhat less optimistic is the note sounded by Secretary of War Lindley M. Garrison in his annual report, in which he urges the immediate addition of 25,000 men to the regular Army and the training of 1,000 more officers, and emphasizes the need for legislation by which an adequate reserve can be built up. This necessity for an adequate reserve, he says, exists in the militia as well as in the regular Army. "We have nothing like sufficient artillery and artillery ammunition," he adds, and he sees in the tactics developed in the European War evidence of the need of keeping our Army abreast of the times in aviation and motor transportation. He reports that at the end of June, 1914, there were only 1,495 officers and 29,405 men in the mobile Army within the continental United States, and that we have a reserve of sixteen men. War may some day be superseded by arbitration, but that day has not yet come, and, he believes,

"Merely to enfeeble ourselves in the meantime would, in my view, be unthinkable folly. By neglecting and refusing to provide ourselves with the necessary means of self-protection and self-defense we could not hasten or in any way favorably influence the ultimate results we desire in these respects."

Then he outlines a new plan for the development of a reserve:

"I am firmly convinced that if we can use the standing Army as a school through which to pass men who come into it, with the knowledge that if they are proficient they can be discharged at any time after a year or eighteen months, we will begin at once to build up the necessary reserve, and will for the first time in the military history of this country have something approximating a balanced organization. . . . It is furthermore true that by intensive military training any young man of good health and average mentality can be made a serviceable soldier in twelve months, and, in fact, has been so made. . . . It is just as essential that the organized militia should have a proper reserve to fill up its ranks as it is that the regular Army should."

Our supply of guns is of no less moment. Testifying on this

LET US HAVE PEACE—AS SOME WOULD HAVE IT.
—Westerman in the Ohio *State Journal*.

point before the House Committee on Military Affairs, Brigadier-General Crozier, Chief of Ordnance of the United States Army, said that in the matter of ordnance this country "has no need to feel uncomfortable." Asked if we had anything to learn from "the new 16-inch field-guns which the Germans are reported to be using in Europe," General Crozier replied:

"We do not contemplate experimenting with those big guns. No one knows what they may come to, but we must consider the purpose for which these guns were used in Europe. The French-Belgian border was defended by armored forts, mounting 3-inch and 6-inch guns, to meet such artillery as ordinarily accompanies mobile armies. The Germans brought up these special guns to demolish them. From what I understand, it is an engineering feat to move those 16-inch field-guns, and they can be transported only by rail. Now, we are not going up against anything like that, and I can see no reason why we should need any such guns as that."

The same committee was assured by General Hugh L. Scott, Chief of Staff, that we have on hand for 12-inch mortars 50 per cent. of the ammunition needed; for 16-inch guns, 33 per cent.; for 14-inch guns, 48 per cent.; for 12-inch guns, 48 per cent.; and for 10-inch guns, 100 per cent. At the present rate of appropriation, he said, it would take about four years to complete the supply of ammunition. Asked "What is our condition as to national defense as compared with two, four, or six years ago?" he replied, "It is constantly improving."

Turning to the Navy, we gather some interesting information from the testimony of Secretary of the Navy Daniels and Admirals Fletcher and Badger before the House Naval Committee. Secretary Daniels sees no reason to depart from our regular, orderly upbuilding of the Navy, but advocates the creation of a naval reserve of 25,000 men, and admits that he would

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approve the authorization of four first-class battle-ships this year instead of two "if the revenues were abundant." We have now forty battle-ships built or building, and the Naval Board would like to bring the number up to forty-eight by 1919. All the commissioned vessels in the Navy, says Secretary Daniels, now total 122, and the personnel numbers 50,500. His plan for a naval reserve he outlines as follows:

"Every year, between 3,000 and 4,000 men drop out of the Navy. These men would form a splendid reserve. When we sent the fleet to Vera Cruz my office was deluged with letters and telegrams from men of this class, men who had been in the service and who desired to return. I think there were fully 25,000 such men. We keep their names and addresses, and we could very easily, as they passed out of the service, ask each man if he wished to be enrolled in the reserve. The cost of organizing such a reserve would be small, comparatively. At the next session of Congress I shall ask for authority to proceed with the organization of such a reserve. All retired officers are now being registered with that purpose in mind."

The settled policy of the United States, according to Secretary Daniels, is to have a powerful Navy, and to strengthen it all the time. But he assures the Committee that "we are not building against anybody." To quote him further:

"Whether there ought to be four battle-ships authorized this year, as the General Board of the Navy recommends, or two battle-ships, as I recommend, men's opinions differ. If the revenues of the country were sufficient to provide it, I should say four battle-ships. But as the revenues are not sufficient, I say two battle-ships is the minimum for this year to insure the development of a strong navy. We should have a strong, steady development. You will never have either for the Army

"GOSH! S'POSIN' WE SHOULD MEET A REGULAR DOG!"
—Donnell in the St. Louis *Globe Democrat.*

or Navy a defense—arms and ships—to meet the most powerful navy, but you will have a strong navy.

"We are doing all the American people desire us to do, and we are in a strong position. I think the war in Europe is going to exhaust the resources of the countries engaged, and that there is less likelihood of our having any trouble at any time in the future with those nations than there was before. You are not going to have a perfect war defense on our American policy. We do not wish, nor would the people have, a great standing army or military or naval strength that would impoverish this country. We should not go in competition with nations that are military nations."

"Ship for ship," declares Rear-Admiral Badger, "the American Navy is as good as the navy of any other nation." His testimony is thus summarized in a Washington dispatch:

"He contended that for adequate naval defense there should be forty-eight battle-ships, with four torpedo-boat destroyers to each ship of the first line; whereas there are now, including those being built or under construction, forty battle-ships and sixty-eight torpedo-boat destroyers."

Rear-Admiral Fletcher told the Committee that our Navy is virtually a match for any other except England's, because any foreign Power that attacked us would have to keep part of its fleet in home waters, and only England has ships enough to do this while sending an overwhelming naval force against us. He advised against any program calling for extensive building of submarines. In the report of his testimony we read:

"I do not see how we can do better than to develop on the same lines as heretofore. . . . . .

"As yet no lesson can be drawn from the European War to show that the value of the battle-ship is any less than before or that it is not the main weapon to decide the conflict in any naval war.

"The use of the submarine in warfare may be designated as a weapon of opportunity. If the opportunity occurs it is formidable and destructive, but a skilful enemy need not allow the opportunity to occur."

Ex-President Taft, speaking before the Heptorean Club in Somerville, Mass., said that he welcomed the focusing of public opinion on the state of our defenses, and dissented from the view of "those sincere gentlemen who oppose military and naval defenses for this country on the ground that they will make for war." He sees need of increase in the personnel of our coast artillery, our mobile Army, and our Navy, but he sees "no need of great excitement." Secretary of State Bryan, speaking before the Baltimore Bar Association, explained that the President's aim is to make the people so grateful to their country that they would willingly die for it. Unlike Mr. Taft, Mr. Bryan believes that "you can not prepare for war unless you intend to make war." To quote further:

"The President knows that if this country needed a million men and needed them in a day, the call could go out at sunrise and the sun would go down on a million men in arms.

"They say we are not prepared for war. He believes that the best prevention for war is to so lift the burdens from the people in time of peace that every citizen will be so grateful to his country that he will be willing to die for it when the necessities arise.

"They tell me that preparedness is a means of preventing war. If that were so there would be no war in Europe to-day."

A POSSIBILITY.
"Just a moment! We aren't quite prepared."
—Weed in the New York *Tribune.*

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OUR RIGHT TO ARM THE WARRING NATIONS

THE CELERITY with which Mr. Charles M. Schwab decided to cancel the Fore River Shipbuilding Company's $50,000,000 order for submarines, destined for some foreign Power unknown, indicates to some his inner conviction that, while "eminent international lawyers" had assured him that the transaction was legal, there was more than a little doubt on his part of its ultimate righteousness. "Of the wisdom of the Administration's attitude," in persuading the cancelation of the submarine order, avers the Philadelphia *Public Ledger*, "there can be no possible doubt in the circumstances." And this view of the matter is upheld unreservedly by a number of other writers. Lest there be difficulty in looking at the matter impartially, the New York *World* brings it home by recalling a parallel case in our own Civil War. The *Alabama*, we are reminded, "was notoriously built in England for the Confederates." This was felt to be a sinister blow at the Union cause, tho delivered by a "neutral" nation, but—

"In spite of our complaints and warnings, it was permitted to put to sea, and for twenty-two months it made war upon our commerce. The damage that it did was assessed against Great Britain by the tribunal of arbitration. A submarine is as much a ship of war as a cruiser, and the President was clearly in the right when he notified Mr. Schwab that the work must not be undertaken."

As to the actual legality or illegality of the building and selling of such warcraft there is considerable confusion. *The World*, with some asperity, desires to "know the names of the eminent lawyers who advised Mr. Charles M. Schwab" that there would be no violation of neutrality in a case where "almost any layman could have told Mr. Schwab that in making such a contract he was certain to come into conflict with the United States Government." From this unbending view others dissent. But the New York *Globe* very plausibly argues that the law covering other warcraft also applies to submarines. It remarks:

"Ships of war, for use above the water, may not be built at our yards for any of the belligerents. This is now well settled. The same prohibition would seem to apply to ships for use under the water. The fact that they went abroad in parts and were to be reassembled should not make a difference. Great Britain and the United States are under agreement to use 'diligence to prevent the departure from its jurisdiction of any vessel intended to cruise or to carry on war against a country with which it is at peace, such vessel having been specially adapted, in whole or in part, within such jurisdiction to warlike use.' It would not only be against international practise to build war-vessels for belligerents, but it would be dangerous. A precedent would be set permitting like sales to our enemy should we be at war."

But it is the President's personal interpretation of the law that sticks in the crop of several of the newspapers, particularly in the case of Manhattan's anti-Administration dailies. Added to this, the thought that, while Mr. Schwab "has not given up anything belonging to him," the workers in the steel trades, and through them the whole country, have given up a fat and profitable contract, brings forth a scathing arraignment of Mr. Wilson's policy in the affair. *The Sun*, for example, refers to the many articles that are being knitted in this country for use by the soldiers in the trenches. These will unquestionably "comfort and sustain the fighting men who receive them," and therefore form "a direct contribution to their nation's belligerent resources." What of these? "Does the fact that they produce no trade benefit to this country exempt them?" This attempt at a distinction between articles of use, food, clothing, and so on, and actual munitions of war, which is emphasized in the bill introduced by Senator Hitchcock, is one that many editors feel to be unjustified. The idea generally held is that we are not our brother's keeper. We can make and sell what any nation wishes to order. It is shipped as contraband, at the buyer's risk. If it happens that only certain nations control the Atlantic, and consequently are the only ones who can trade profitably with us, we are assured that that is not our fault or concern. Both the United States and the Atlantic Ocean have been here for a considerable time, and if any nation has not taken them sufficiently into account, it is obviously that nation's fault. This is the view of the Brooklyn *Eagle* editors, who accuse Mr. Wilson of "leaning backward" in his attempt to "stand straight" on this issue. The effect on the country's welfare which they see in this policy urges them to insist that "the law is the law":

"It should be and will be enforced. The well-defined principles of international law should govern, and will govern, the interpretation and the enforcement of our statutes. But the highest morality as well as the highest consideration of expediency demands that within these limitations we should increase our trade, stimulate our industry, keep our factories busy, in order that depression here may not make it impossible for us to help the rest of the world in emergency conditions, of which the starving condition of Belgium is only a single forecast for thinking minds.

"More than half of Schwab's estimated $50,000,000 new business would have been spent in wages. Twenty-five thousand families might have got $1,000 a year out of it. But the incidental meaning of such a policy of restriction is far more disastrous than the specific case now affected. Our factories are already busy on 1,000,000 uniforms for belligerents, on 2,000,000 pairs of shoes for belligerents. Cartridge-making concerns are working night and day. Tens of thousands of horses are being bought for cavalry use. Tremendous orders for barbed wire, for machine guns, for engine machinery, for structural steel used in fortifications, are supplementing the demand for our foodstuffs. The logic that bans the order for submarines would ban the selling of even conditional contraband. It appears to us bad logic, tho a great logician stands for it.

"As for the proposed new legislation prohibiting the export of munitions of war, fair-minded Americans must regard it as thoroughly pernicious. It would make us the ally of Germany in a very vital sense. It would accomplish through Washington law-making what Germany would have had to spend at least $500,000,000 to accomplish herself through a navy controlling the seas as England controls them to-day. It is a great advantage to neutral nations that one side does control the seas. Great Britain is reaping the advantage of her expenditures. Why on earth should we attempt to play into the hands of Germany at immense cost to our home interests?

"President Wilson should reconsider his general policy. We have been hard hit by Europe's outbreak of medievalism, by the world-tragedy for which we have no responsibility. Let us at least not take the food from our own children's mouths, keep our factories idle, create social unrest here by tenuous argumentative exploitation of 'the spirit of neutrality.' We can not save others unless we first save ourselves."

In similar vein the New York *Press* summarizes what, it is conceived by many, must be our attitude in the future toward the nations at war:

"If we ought to starve them out of war and into peace by keeping them from getting arms and ammunitions, then we ought to starve them out financially. We ought to starve them out economically. We ought to starve them out literally. But of course nobody maintains that this is necessary, and nobody thinks it would be right. Indeed, there are men abhorring war as deeply as President Wilson and Senator Hitchcock abhor it, with convictions that the way to end war, the way to have the least possible evil and the least possible suffering inflicted by war, is to make it so overpowering and so terrible that it must, by the inability of one side or the other to drag it on, be soon over.

"Nobody need take that side of the argument to prove the error of Senator Hitchcock's stand. It is clear enough and it is convincing enough that, whether it be arms and ammunition or money, or food and clothing, what we must do as neutrals is not to interfere but stand prepared to supply alike to all belligerents under the same conditions.

"The real principle—the fundamental principle—involved in neutrality is not to give any help to one Power that would be refused to another Power; not to hinder any Power in ways that would not be used to hinder another Power."

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ADMIRAL COUNT VON SPEE,

The German Naval Commander whose victory of November 1 was followed by his defeat and death on December 8.

Photograph by Underwood & Underwood.

VICE-ADMIRAL SIR FREDERICK STURDEE.

He left his duties as Chief of the War Staff to restore British naval prestige in American waters.

Photograph by G. G. Bain.

REAR-ADMIRAL SIR CHRISTOPHER CRADOCK,

Who went down with his flag-ship in the British defeat of November 1, off the coast of Chile.

THE THREE ADMIRALS.

GERMANY'S ROVERS SUNK

WITH THE DESTRUCTION of the *Scharnhorst*, *Gneisenau*, *Leipzig*, and *Nürnberg* in the running fight in the South Atlantic off the Falkland Islands, German naval power on the high seas is practically at an end, as our press view it. The two or three cruisers and armed liners still at large may do some damage to British shipping, but our editors expect to see them soon interned or sent to the fate of the *Emden*. Admiral Cradock has been avenged, to the delight of the London papers, which are as much pleased at the moral effect as at the practical result of so clean-cut a victory. In a neutral nation the gallantry and efficiency of both combatants are gladly acknowledged. As the New York *Herald* says:

"Bound in the end to be picked up, always facing desperate conditions that demanded desperate remedies, seamen the world over must unite in praising the intrepidity and skill with which the German rovers carried out the duties intrusted to them. On the other hand, with the wide expanse of sea that had to be covered and the will-o'-the-wisp conditions that had to be resolved, no less praise is the meed of the squadron which, under the command of Vice-Admiral Sir Frederick Sturdee, has added, in a good, old-fashioned gun way, new luster to British arms."

The British victory of December 8 was the "last act in a great sea drama," which the New York *World* proceeds to recapitulate. To summarize the *World's* story:

Just before the war opened, Admiral von Spee, with the *Scharnhorst* and the *Gneisenau*, was lying in the British harbor of Singapore, in the Strait of Malakka; the *Nürnberg* was at Honolulu, the *Leipzig* probably at Tsing-tao, and the *Dresden* in the Caribbean. The shortest distance between any two of these scattered units is at least 2,000 miles by any steaming course. About the 1st of August these ships slipt out of their respective harbors.

The other side in the great game that was beginning was represented by the entire Japanese Navy and a number of British, Australian, and French cruisers. Admiral von Spee's scattered squadron was facing heavy odds, but his chance lay in the fact that his foes were as widely dispersed. The first action resulted in two ships, presumably the *Lancaster* and the *Hampshire*, limping into Hongkong Harbor to be beached. Certain units of the German fleet appeared, or were reported, at various places. Then two of them bombarded Papeéte, in French Tahiti. But by this time the chase was on in grim earnest. Admiral Cradock's squadron sought the Germans in the South Atlantic. But Admiral von Spee, in the *World's* opinion, knew all about his pursuers' whereabouts and strength. So on November 1, when Admiral Cradock met the enemy, he lost two ships and his own life, and did the enemy no damage. But his success advertised his whereabouts in a manner certain to bring all the pursuers closer than ever upon his trail. And when a more powerful British squadron came up, Admiral von Spee met his fate at last, with about 1,800 of his men.

It is known that the officer commanding the British squadron was Vice-Admiral Sir Frederick Sturdee, chief of the British War Staff, but, as the London *Daily Chronicle* judiciously phrases it, "the Admiralty exercises wise reticence as to the names and number of ships in his command. As our casualties are reported to be few, we may conclude that this time it was we, not the Germans, whose strategy succeeded in bringing a superior force to bear." The moral effect of the victory, says the London *Daily News*, "will carry even to the least understanding or most skeptical mind the conviction that British sea-power is as sure as ever and maintained by men as skilful and valorous as those who created it."

The immediate result of the battle of December 8 is, as several New York editors remark, to clear the waters of the New World of the sea-power of Germany and to make the shipping of Britain and her allies practically safe. The more lasting result, says the New York *Press*, "carries in the unanswerable lesson that the ship that can carry the mightiest guns holds dominion of the oceans and the shores they wash." Here the battle-ship, in the opinion of *The Press*, scores over the submarine. Other New York dailies have come to the conclusion that in modern naval warfare if one side gets the upper hand or has a superiority of metal, it means practically complete destruction for the defeated. *The Globe* recalls the one-sided victories in the Spanish-American and Russo-Japanese wars as further proof that nowadays "it is all or nothing in naval warfare."

"A 10 per cent. margin of inferiority seems as fatal as a 50 per cent. margin of inferiority. The combatant having the superior machine suffers practically no losses and annihilates his opponent as he pleases."

A table of naval losses published by the New York *Times* shows that Germany has up to date lost 30 ships, aggregating 104,410 tons, and the British 20 ships; aggregating 156,345 tons.

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END OF THE COLORADO COAL STRIKE

THE COLORADO coal-miners have voted to go back to work, and with the expected withdrawal of the Federal troops and "the apparent realization at last by the Colorado authorities of their responsibility for the preservation of order and the enforcement of the laws," the New York *Evening Post* finds "reason to hope that this most unfortunate episode in our industrial history has really come to an end." Altho the conditions which brought about the miners' revolt, the New York *Tribune* warns us, "are not yet ended," there is the consolation that we are likely to know more about these conditions. The Federal Industrial Commission is extracting much interesting information from those testifying at its hearings in Colorado, the Rockefeller Foundation intends to do some investigating in Colorado, and the President's mediation commission is ready to do all it can to insure permanent peace in the State. "We recognize no surrender and shall continue to propagate the principles of our humanitarian movement throughout the coal-fields of Colorado," declared the executive board of the United Mine Workers of America in recommending the end of the strike. In view of the President's request that both parties to the Colorado controversy make use of the mediation commission he appointed, the board "deem it the part of wisdom to accept his suggestion and terminate the strike," for "in our opinion, to wage the strike further would not mean additional gain to our members." If the operators should reject the good offices of the Commission, then, says this report, "upon their shoulders will rest the responsibility of any future trouble in the mining-fields of Colorado." The Denver convention of union miners voted unanimously to call off the strike in accordance with the executive board's wishes.

This solution, say several Eastern papers, is a moral victory for the miners. The New York *Tribune* comments:

"The men have agreed to go back to work on terms by which they will receive the scale of wages paid at non-union mines—10 per cent. below the scale in effect at unionized mines. Nevertheless, their decision to end the strike, as the international executive board of the United Mine Workers pointed out, is not a surrender—at least not a complete surrender. They have gained about all that any such protest can be expected to gain at present. They now have a fair investigation under way by a Federal body, and there exists a commission appointed by the President himself to handle future differences. They have also the good will of most of the public, won by their manifest hardships and the fact that they had confidence enough in their case to be willing to submit it to arbitration, when the mine-owners were afraid to take a similar stand. They have a right to expect State enforcement of laws which now exist and the enactment of further laws to end the un-American serfdom of corporation-owned miners' towns. Public pressure on the State authorities and, if necessary, on the Federal authorities, is the only thing which can counteract the money and political power of the mine-operators. To obtain this public pressure—public sympathy, really—this strike has been worth while, even tho it cost the miners the loss of about $6,000,000 in wages, untold suffering, and the lives of women and children needlessly sacrificed to an 'economic principle' rooted in greed."

On the other hand, some observers think the strike has ended in a complete fiasco, and that, in the Philadelphia *Public Ledger's* words, the United Mine Workers of America "chose a very unfortunate incident upon which to test their case in the court of public opinion." To quote *The Public Ledger* further:

"If the Colorado miners had been working for a scale of wages below the normal, or if their conditions of labor had involved unnecessary hardship, they would have had a good chance to win. The strike was called for the purpose of forcing the operating companies to recognize the union and to close the mines to all unorganized labor. At first there was a certain degree of enthusiasm among the strikers themselves; but this passed away; many of the original complainants returned to work and others left the State for other fields of labor; and the strike was then kept up by artifice—outside idlers being imported by the United Mine Workers of America and kept there as a ruse. The pageant cost the United Mine Workers a colossal sum, and the result has been nil. . . . . .

"There is no doubt that the outcome of the Colorado strike will have a salutary influence both upon the American Federation of Labor and the United Mine Workers of America. They will realize that they must not stake their existence upon an artificial case, that they can not win public opinion for a cause in which the issue is unreal, and that they can not hold their component locals together by reverting to the violent methods in vogue several decades ago."

Speaking for the operators, President J. F. Welborn, of the Colorado Fuel and Iron Company, says the calling off of the strike "is naturally a cause for general satisfaction." But he adds significantly: "The general trade conditions make it impossible for the mining companies to give immediate or early employment to all of the strikers who have not been connected with any violence, tho we will reemploy such men as fast as

IN BELGIUM.

JEAN—"Do you think St. Nicholas will find us, now that we haven't a chimney?" —Marcus in the New York *Times*.

I WANT TO GIVE SOMETHING TO COUSIN WILLY"
I WANT TO GET A PRESENT FOR COUSIN NICKY AND COUSIN GEORGIE"
"I WANT A LOT OF THOSE TO GIVE TO MY COUSIN WILLY
I WANT TO GET A NICE SOUVENIR FOR A MAN IN GERMANY
A REAL CHRISTMAS PRESENT FOR A LITTLE GIRL
CANNON BOMBS FOR TAMPICO SNUM
DEALER EXPLOSIVES
CONTRACT MINES
AEROPLANE BOMBS
JOINT FIRE
R.I.P.

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DOING THEIR CHRISTMAS SHOPPING.

—McCutcheon in the Chicago *Tribune*.

CHRISTMAS IN THE WAR-ZONE.

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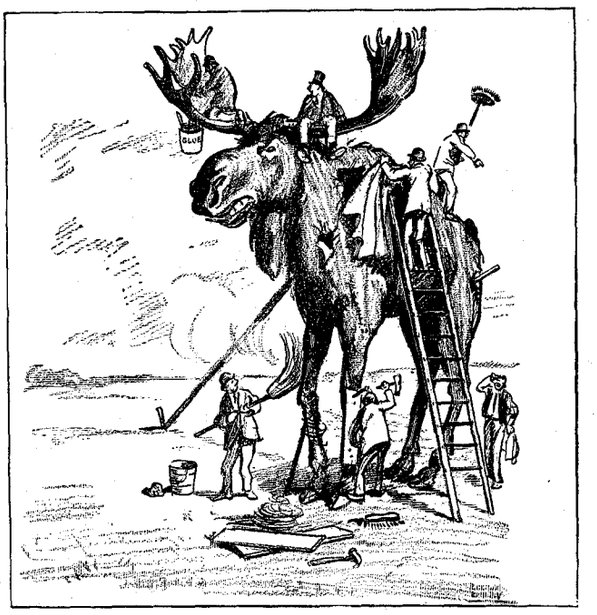
vacancies occur or improved trade conditions make possible." Mr. Welborn is apprehensive of the "lawless element" still in possession of hidden arms and remaining in the tent colonies at strategic points. So he thinks that, "for a time at least, the large army of workmen—to say nothing of the mining properties—must have the protection of military forces, either of the State or nation."

Somewhat in the nature of a reply is the remark of John R. Lawson, Colorado member of the Mine Workers' executive board, that "the calling off of the strike leaves us in a position to demand the enforcement of the statute permitting miners to belong to the union." The tent colonies, he explains, will be continued for the present, since they are the only homes the men have. Strike benefits will be continued, tho men who refuse to try to get employment will not be supported indefinitely, according to Mr. Lawson.

In the hearings before the Industrial Commission in Denver Mr. J. F. Welborn, according to the press dispatches, admitted that the operators had paid Colorado militiamen, that certain companies of militia were made up of mine employees, and that John D. Rockefeller, Jr., had personally directed some of the operators' movements during the strike. Many questions were asked concerning the pamphlet, "Facts on Colorado's Struggle for Industrial Freedom." Mr. Welborn admitted his inability to guarantee that some of the assertions really were "facts." He denied the allegations of political control in the coal counties, but other witnesses described this control in considerable detail. So whatever evidence favorable to either side is still forthcoming, the Newark *News* believes that



PATCHING IT UP.

—Kirby in the New York *World*.

"The simple recital of these unquestioned facts furnishes sufficient basis for the judgment that the coal companies of Colorado, whatever principle may have guided their actions in this controversy, have been remiss, that the miners have shown the better spirit, and that the conditions surrounding this prolonged conflict were such as neither public opinion nor governmental authority should permit to be repeated."

The coal strike now called off began in the northern fields on April 4, 1910. The State-wide strike, which assumed most importance in the southern fields, was called on September 23, 1913, and, as the New York *Times* recalls,

"Virtually paralyzed the industry in Colorado, threw the commonwealth into turmoil, and finally led to the calling out of the State militia and later to the importation of Federal troops. Sixty-six persons are known to have been killed and about fifty injured as a result of disorders incident to the strike. The battle between strikers, mine-guards, and State troops at Ludlow on April 20 last ended in the destruction of the strikers' tent colony. Twelve children and two women were found dead in the ruins. Subsequent warfare included attacks upon various mining-camps in Las Animas, Huerfano, Fremont, and Boulder counties. The arrival of Federal troops on April 30, 1914, restored peace."

Later came President Wilson's vain offers of mediation, his appointment, on November 29, of a commission to settle future controversy, the questionings and reports of several investigating bodies, and the miners' decision to end the strike on December 10.

PROGRESSIVE DEMISE DENIED

OBITUARIES of the Progressive party, freely given by its editorial critics, appear to arouse a resentment from the subject of the notices which is at least unusual in such sketches. After the November election a number of Republican and Democratic editors, evidently thinking that a drop from 4,119,507 votes in 1912 to 1,746,125 in 1914 was sufficient evidence of dissolution, proceeded to write more or less sympathetic obituary notices for the Progressive party. As if in reply to these, the Progressive chiefs met in Chicago, and have issued a statement declaring their intention to keep up the organization and campaign of education with the view of being a serious factor in 1916. To the Kansas City *Journal* (Rep.) this only "means that the Progressive party, altho dead, will be embalmed and kept on exhibition a while longer," and the sentiment is repeated by the Brooklyn *Eagle* (Dem.), Albany *Journal* (Rep.), Philadelphia *Inquirer* (Rep.), Pittsburg *Gazette-Times* (Rep.), and *Sun* (Dem.), Nashville *Tennessean* (Dem.), and Savannah *News* (Dem.). But in Chicago, where the conference was held, *The Tribune* (Prog.), *Post* (Prog.), and *Herald* (Ind.) are hopeful of better days, while the usually unappreciative New York *Times* ventures the assertion that the party will "become a more real one than before."

At the Chicago conference, according to the official statement, there were ninety-one representatives from thirty-four States. These included George W. Perkins, Gifford Pinchot, William Flinn, William Allen White, Medill McCormick, and Miss Jane Addams. Colonel Roosevelt did not attend. Some speakers, we read in the press accounts, urged that the Roosevelt-Johnson ticket be put forward again in 1916. Delegates from the South, the Philadelphia *North American* (Prog.) notes, "reported how the Progressives had elected the first non-Democratic Congressman from Louisiana, had carried thirty-one counties in Georgia, as against seven in 1912, and without organization had polled 25,000 votes in Alabama." Other talk is thus reported by *The Progressive Herald* (Kalamazoo):

"It was almost unanimous that there can be no reconciliation with the Republican party under any circumstances. Almost everybody was for a renewal of the fight with Progressive principles all along the line. If it had come to a show-down that the party quit and line up with either a Republican candidate, Borah, Whitman, or anybody else, or President Wilson, the decision would have gone to the President."

It was the unanimous judgment of the executive committee, according to the statement issued after the meeting, "that the Progressive organization and campaign of education should be continued on the lines heretofore followed," for,

"Progressive principles are permanent, and it is now more than ever evident that the Progressive party to-day is the necessary organ for their realization."

The friendly attitude toward President Wilson seems significant to Republican and Democratic papers alike. Thus we find in William Barnes's Albany *Journal* (Rep.) the prediction that "when only the irreconcilables of the late Progressive party are

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left outside the Republican ranks, the disappearance of the party will be completed through absorption of the irreconcilables by the Democratic party." Such a movement the Nashville *Tennessean* (Dem.) is glad to welcome, saying that the Progressive break-up "should result in wholesale accessions to the Democracy, which has shown itself capable of preserving the best of the past and providing liberally and wisely for present and future public needs." An opposite view, however, is taken by the Newark *News* (Ind.), which calls attention to the Progressive attack on the Democratic tariff and declares that "as between that element of the Progressive party represented at the Chicago conference and the Republican party, the distance is but a step, but between the former and the Democratic party they have dug a chasm."

Perhaps it is but a step, yet the step must be taken by the Republicans, in the opinion of several papers prominent in the Progressive movement, including the Chicago *Tribune* (Prog.) and the Detroit *Times* (Ind.). Says *The Tribune:*

"If the Republican leaders in Congress and throughout the States show a superiority of integrity and intelligence over the Democrats, and if a candidate representative of the best spirit of the nation is nominated for President, he may expect the votes of the bulk of the Progressives.

"But if the malign influence of 1912 reasserts itself in 1916, not only the Progressive voters of 1914 and 1912 will stay away, but the bulk of the Republican voters will follow them."

Progressivism, asserts the Philadelphia *North American* (Prog.), "is the most vital force in our public life to-day." It adds:

"There is one way alone by which the Progressive party can be disposed of, and that is through the discovery by its members of some more effective instrument to promote their ideals. And let it be noted that there never was a time when the two old parties offered less hope of fulfilling this function than they do now.

"Progressives are more than ever convinced that the Democratic party lacks efficiency and is incapable of scientific legislation. They see the Republican party, on the other hand, more reactionary than ever before, controlled by the most odious of its privilege-serving leaders."

Without any "ifs," "ands," or "buts," the Chicago *Post* says plainly:

"The Progressives are still alive. A million and three-quarter votes is a force to be reckoned with. A settled and defined conviction back of it is an even greater force. . . . The conference determined the cold fact that the Progressive party is still a going concern with a determination to hold for itself the place in the sun which it has won by its own hard work."

TOPICS IN BRIEF

HIGH time for Austria to issue a black-and-blue paper.—*Columbia State.*

WHAT gentle souls Attila and Genghis Khan must have been!—*Columbia State.*

MEXICAN Presidential candidates do their running after they are elected —*Toledo Blade.*

TURKEY accrediting a representative to the Pope is not the least of the war's ironies.—*Columbia State.*

WE may not have been able to get a salute at Tampico, but we got one at Smyrna.—*Oakland Enquirer.*

NATIONAL Civic Federation says we are on the verge of prosperity. Everybody push.—*Wall Street Journal.*

WE have a feeling that when this war is over Davy Jones is going to have a strong navy.—*Boston Transcript.*

STRANGE to say, while Europe is encouraging marriage, America has imposed a war-tax on it.—*Pittsburg Dispatch.*

DEMOCRATS who profess to see a rainbow in the political sky logically confess there has been a storm lately.—*Wall Street Journal.*

WITH all those armies heading down on him Señor Gutierrez will have a hard time telling whose little President he is.—*St. Louis Republic.*

WHEN some of the principal combatants get whittled down to their size, Portugal and Roumania are going in too.—*New York Evening Sun.*

WE trust that England's new tax on tea will prove more successful than that other one.—*Boston Transcript.*

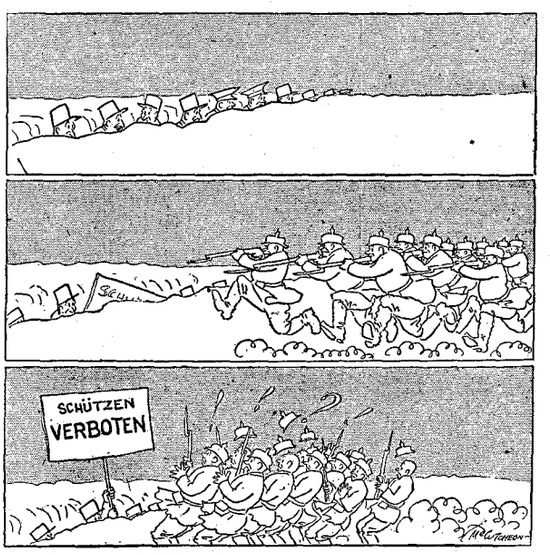
PROPOSALS for a truce on Christmas day fail to recognize that the Russians and Servians don't use the Gregorian calendar.—*Wall Street Journal.*

A GERMAN financier is happy in the conclusion he reaches out of exhaustive study that if England wins she will still be ruined.—*Springfield Republican.*

As we misunderstand it, a nation with inadequate armaments is likely to be drawn into war; and a nation with adequate armaments is likely to be drawn into war.—*New York Tribune.*

WITH Villa in Mexico City and Carranza in Vera Cruz, the latter has the advantage of the position when it comes to taking a hurried leave of the country and joining Diaz and Huerta.—*New York World.*

THERE may be some question as to the accuracy of the statement that after the war there will be no more royalty, but there will certainly be a greatly reduced supply of the common people.—*Nashville Southern Lumberman.*



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HOW THE ALLIES CAN STOP THE GERMANS.

—McCutcheon in the Chicago *Tribune.*

"HOLY War Moves Turkey." It's likely to move it to Asia Minor.—*Columbia State.*

WILL it be Europe's shocking fate to be torn asunder by wild professors? —*New York World.*

AMBASSADOR SHARP finds Mr. Herrick's house too small. But what about his shoes?—*Columbia State.*

SINCE the *Zeppelin* scare, it is said that business in London is looking up. —*Nashville Southern Lumberman.*

EVEN in the British War Office the best time to deny an interview is before granting it.—*New York World.*

"GO to war, men," says Mrs. Pankhurst. Won't that Sherman quotation ever die?—*Philadelphia North American.*

MEXICAN mothers have the edge in predicting that some day their sons may be presidents.—*Wall Street Journal.*

SOME one should inform Mr. Kipling that the white man's burden is now assisting in carrying the load.—*Washington Post.*

IF Russia had gone in for the good-roads movement the Germans would probably be in Warsaw now.—*Charleston News and Courier.*

AND if the size of the Army were to be doubled, the jingoes would insist upon its being tried out against some other nation.—*Los Angeles Express.*

PERHAPS the censor has made it necessary for King George to go to France in order to get a little news of the war.—*Philadelphia Inquirer.*

IT'S getting so you can't lay down a concrete sidewalk in Canada without being suspected of sinister motives.—*Washington Post.*

WHEN pickpockets become honest because of lack of work, the New York City unemployment problem enters a new phase.—*Springfield Republican.*

THE entrance of Portugal into the conflict somehow reminds us of the fly assisting old man Noah's elephant up the ark's gangplank.—*Boston Transcript.*

IT would be well if aviators and gunners in the war regions would remember that the use of chimneys as marks must be very exasperating to Santa Claus.—*New York Evening Post.*

THE man who flooded the German position on the Yser, says a cablegram, has been decorated with the Order of King Leopold. What's that, a rubber medal?—*Boston Transcript.*

ANOTHER invasion of cubist paintings from abroad is threatened just at the moment that the weakness of the national defenses is being proclaimed by indiscreet patriots.—*New York World.*

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FOREIGN - COMMENT

SCANDINAVIAN TREMORS

THE FEAR of Russian aggression has led Sweden of late years to look to Germany for protection, we have been told, so that it comes as a little of a surprize to hear that all three of the Scandinavian lands are with the Allies in sympathy. As in America, strong efforts are being made by Germany to swing public opinion to the opposite side, and these efforts, combined with the English attitude on contraband, are reported to be causing the Scandinavian Governments considerable uneasiness, while the Norwegians, it is stated, find it hard to believe that Germany may not force Sweden into the fight after all. This view finds expression in a long and interesting article, from the pen of Edwin Bjorkman, in the London *Morning Post*, where the Norwegian attitude is thus summarized:

"In spite of the North Cape excursions of the German Emperor, in spite of the glowing Pan-Germanism of the late Björnstjerne Björnson, and in spite of the employment of Björn Björnson as the Emperor's principal Scandinavian press agent, the Norwegians do not trust the Germans very much. . . . The Norwegians do not want to fight anybody, and they would be particularly chagrined at having to fight for Germany against the English. Their sympathies are beyond all doubt with the Allies. And with England Norway has probably more in common than with any other non-Scandinavian nation. To England and to its fleet, Norway, like Denmark, would instinctively look for support in a moment of dire need."

Sweden is inclined, the writer says, to look to Germany for defense against possible Russian aggression, but claims that Swedish opinion has been unfavorably influenced by the treatment of Belgium. Denmark's position is thus described:

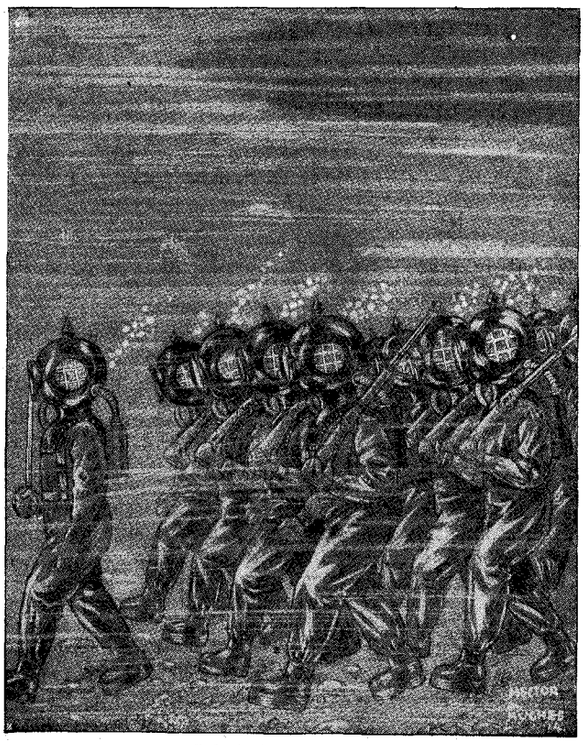
"Denmark fears Germany, of course, and fears it more than any other Power. But that fear is mixed with hatred, too—a hatred that has lost very little of its intensity by the passing of fifty years since the Duchies of Schleswig and Holstein were taken by Germany. . . . Tho culturally Denmark has always been close to Germany, and tho the economical community of interest between the two countries has been steadily increasing, the prevailing Danish attitude toward its powerful southern neighbor remains distrustful to the verge of open hostility. . . . Denmark has been drawn more and more toward England, not only because here it has found one of its best markets, but because of its keen realization that England more than any other Great Power has an interest in protecting a country which may be said to hold the only key to the Baltic."

Writing in the London *Reynolds's Newspaper*, Mr. Eric Nilsen expresses entirely similar views and comments on the German publicity campaign:

"Ever since the war started the German Press Bureau has made tremendous efforts to influence public opinion in Scandinavia in favor of Germany and against the Allies, Britain in particular. It is not generally known, for instance, that at least one leading paper in Christiania was offered a substantial subsidy if it would adopt a pro-German attitude."

While the bulk of popular sentiment is with the Allies, the German sympathizers have enrolled upon their side some of the most distinguished men in the three kingdoms, thus, for example, the great Norwegian scholar, Hans Aal, in an article in the Christiania *Dagbladet*, writes:

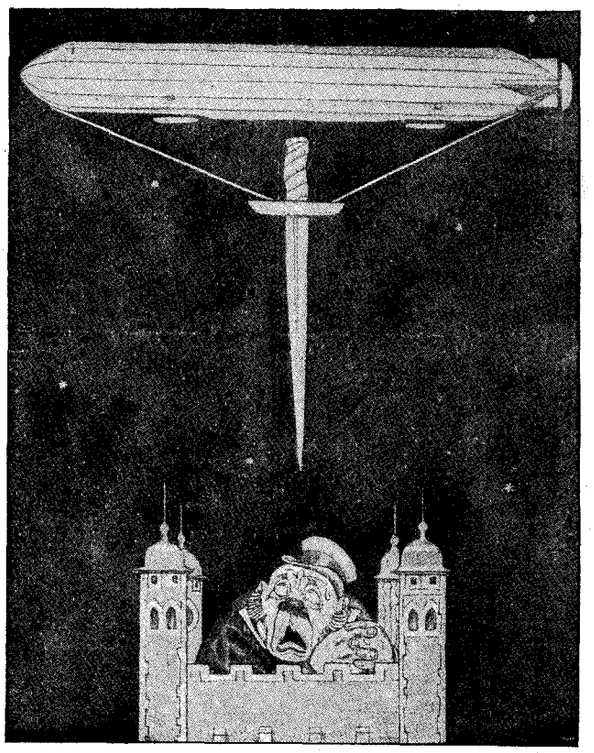
"In the last forty-four years no country has had such an aversion to war with other civilized nations as Germany has had. She has clearly felt that her conquests should be those of culture effected by intellectual weapons, and not territorial ones to be gained by the sword, and she has realized, as no other nation has, her responsibility in the domain of politics."



THE INVASION OF ENGLAND.

"They'll *have* to get out and get under—"

—*Bystander* (London).



THE SWORD OF DAMOCLES.

—© *Kladderadatsch* (Berlin).

TWO WAYS OF INVADING ENGLAND.

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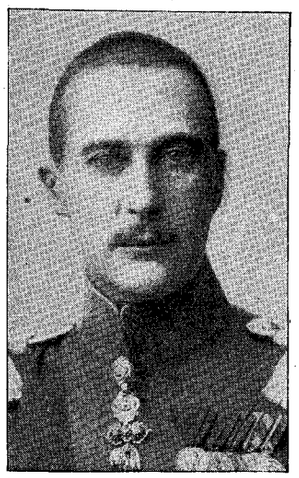

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DUKE ALBRECHT OF WÜRTTEMBURG.

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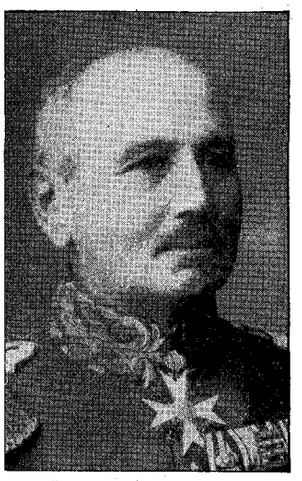
CROWN PRINCE RUPPRECHT OF BAVARIA.

GENERAL VON BÜLOW.



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GENERAL VON KLUCK.

THREE ROYAL PRINCES AND OTHER GERMAN GENERALS LEADING THE FIGHT AGAINST FRANCE.

GERMANY'S SHOWING IN THE WAR

GERMANY IS SATISFIED with her showing in the war, according to a lengthy analysis of the campaign on both fronts published in the *Frankfurter Zeitung*. The writer admits that the great German rush on Paris is finally checked, but thinks that this was inevitable. While regretting that the first four months of the war have not brought things to a decisive issue, he claims that events have proved the German forces stronger than all the combinations the Allies could, or can, bring against them. He goes on to say:

"Our enemies did not doubt a moment that Russia would crush us, while France, through a bold offensive in the Rhine Valley, would draw our troops upon itself, leaving England to throttle us in our desperation by depriving us of breath and sustenance. But of all this nothing has happened. But what have we ourselves achieved instead!

"We breathe freely and fully as ever. Our provision warehouses are filled and in our coffers lie billions of good money which all of us have given and which is only a small part of what our people are prepared to give and will give if the first is spent. Our entire national life in our besieged land has become one single great organization—an organization of battle, an organization of sustenance, of credit, of peaceful work, and of providence."

THE GERMAN SPY SCARE IN ENGLAND.

"And I ask you again for the last time: have you or have you not a *Zeppelin* concealed about your person?" —© *Ulk* (Berlin).

With conditions at home thus satisfactory, the achievements of the armies abroad are considered equally encouraging:

"The military harvest of the last quarter of a year has been great. Come what may, the mighty advantage which we have won in Belgium and France can not be taken away from us. The State that has become the center of our campaign in the West, Belgium, is almost completely in our hands. Through it lead our lines of support, and its rich resources are a source of supply for a great part of our war needs. Our troops stand almost entirely on hostile soil. Behind the sheltering wall of our armies we lead a scarcely disturbed life. That saves the forces of our people and affords a mighty saving in food-supplies. Belgium, for the immediate future, is a German possession, and it will have to contribute its share in supporting the burden of the war."

While the military situation both within and without the territories of the Dual Alliance is thus hopeful, the writer finds that the Allies are in bad straits:

"But our enemies? The great beast in the East stamps and pants under the lashes of the knout. The people itself, stupid and driven, has been forced into the war. Can that last? France is worn out, almost devoid of effective organization, and in large part unwilling, lacking the open purse of our citizens. Tremendous lists of losses in dead and wounded are carefully suppressed, until the revelation of the truth will prove doubly crushing. Lies and jingoism drive the citizens to the front; a war newspaper on the field tries to inject courage into the Army. The true situation is fearfully concealed from the troops. How long can this forced condition be kept up?

"England sends her heaviest guns to the Continent, and to protect them a force of troops which, measured by German standards, can be accounted but of little value for decisive fighting and for the storm of battle. That is all that the rash Government of that people can do."

The military critic of the *Berliner Tageblatt*, the famous Major Moraht, thinks that Russia has failed as a serious menace to German success. He reasons:

"The plan of campaign, originally made in Paris in the interests of France and England, was that Russia should throw her chief strength against Germany. . . . Russia, however, threw

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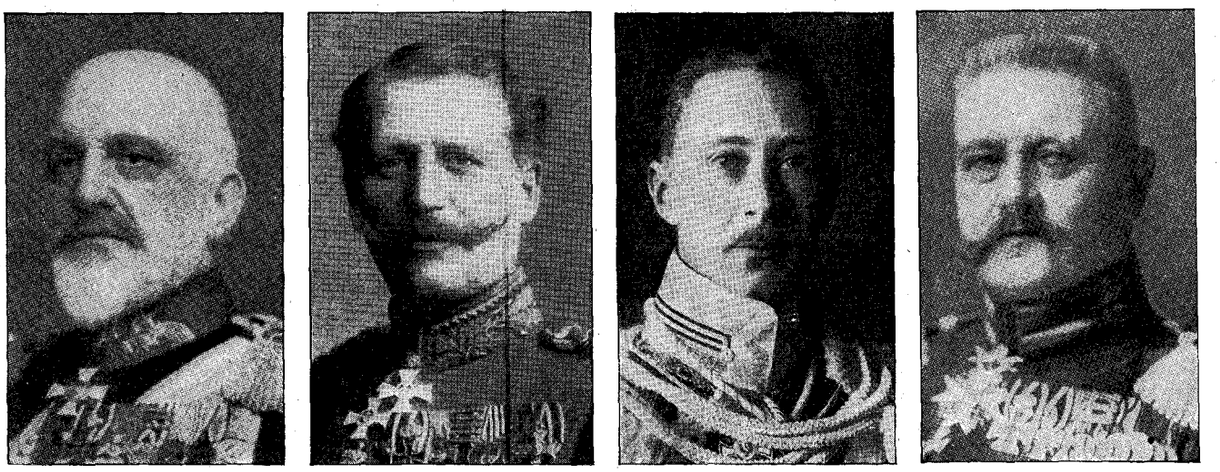

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GENERAL VON HEERINGEN. GENERAL VON EINEM. THE CROWN PRINCE. FIELD-MARSHAL VON HINDENBURG.

AND FIELD-MARSHAL VON HINDENBURG, WHO OPPOSES THE ADVANCE OF RUSSIA, AND STAYS IN POLAND.

her main forces against Austria, believing that she would be able to crush that country effectually in a short time, but after four months' fighting this has not been accomplished.

"Russia has now been compelled to change her whole plan of campaign—a step which often enough decides final victory in favor of the opponent."

WHO'S WHO IN THE GERMAN ARMY

FRANCE CALLS THE GERMAN BLUFF, as she terms it, in a note appended to the daily official bulletin detailing the movements of the troops. According to this statement, Germany is claiming an army of impossible dimensions, and, while it may exist upon paper, the French War Office states that the number of men actually in the field falls far short of the number the Germans have announced. This official statement runs in part as follows:

"The German announcement that there are a hundred German army corps in the field is pure bluff. The truth is that there are fifty-eight and a half corps, of which twenty-five and a half were active at the declaration of war, and thirty-three reserve corps formed since the opening of the war. The total force operating in the western theater of war has been fifty-two corps, made up of twenty-one and a half active, twenty-two and a half reserve corps, and eight territorial, or *Landwehr*. Against Russia are four active, ten and a half reserve, and seven *Landwehr* corps, in addition to the Austro-Hungarian forces."

After discussing the number of men employed under Field-Marshal von Hindenburg against the Russians, and the reserves in Silesia, the French estimate amounts to four active army corps, eleven reserve corps, and seven corps of *Landwehr*, or second line of reserves, amounting in all to some 880,000 men in the Eastern theater of war. On the West:

"Against France are the fourth, sixth, second, first, seventh, third, and fifth armies, in addition to four detachments of an army. In Belgium is the fourth army, under the Duke of Württemberg, which contains a division of marines. Five corps of reserves also are in Belgium, extending as far as Bapeaume.

"The sixth army, under the Crown Prince of Bavaria, has five active corps and two and a half corps of reserves.

"The second army, under General von Bülow, to the south of the preceding, comprises four active corps and one and one-half corps of reserves.

"The first army, under General von Kluck, comprises on the left of the army of General von Bülow three active corps and two and one-half reserve corps.

"The seventh army, under General von Heeringen, between Laon and Reims, is made up of five active corps and two and one-half reserve corps and a brigade of *Landwehr*.

"The third army, under General von Einem, has a strength of two active corps, three and one-half corps of reserves, three brigades of *Landwehr*, and two other corps.

"The fifth army, commanded by the Crown Prince, includes two active corps, two and one-half reserve corps, and three brigades of *Landwehr* on the heights of the Meuse.

"The army of General von Strantz is composed of two active corps and about one and a half corps of reserves.

"From the Moselle to the frontier of Switzerland there is the strength of one reserve corps and ten brigades of *Landwehr*."

The total strength of the German Army, according to this estimate, actually at the front, is 2,340,000, taking 40,000 men as the usual strength of a German army corps.

THE EAGLE COMIQUE.

THE KAISER (reviving an old music-hall refrain)—"Has anybody here seen Calais?" —*Punch* (London).

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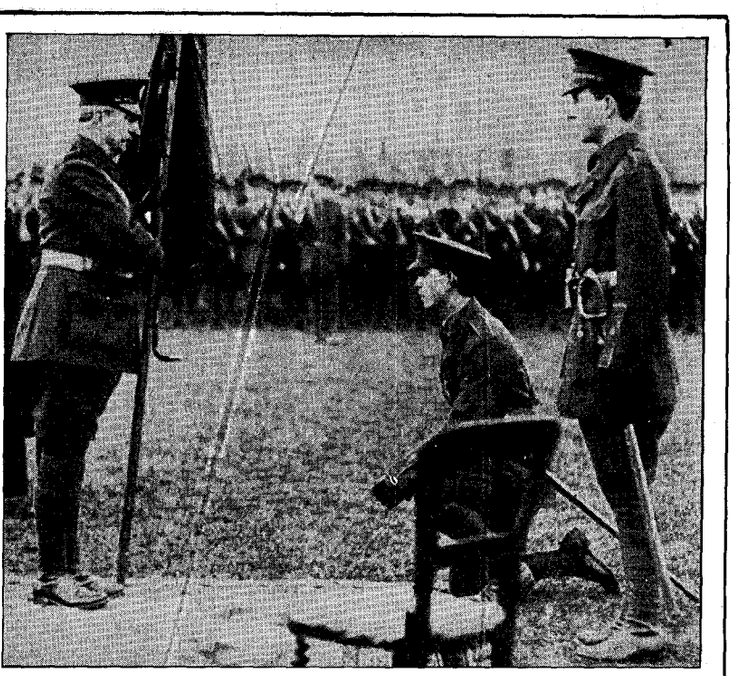
IRELAND'S STAND

GERMAN GOLD IN IRELAND to buy Erin's sympathy, enthusiastic pledges of Irish support of England in the struggle, the burial of the Ulster hatchet forever—such are some of the conflicting reports from Ireland appearing in the daily press, making it a little difficult to know just where Ireland stands. We are told by Mr. William Redmond, in the columns of *The Westminster Gazette*, that the passing of the Home Rule Bill has worked a wonderful change in the attitude of Ireland toward her ancient enemy, and that Erin will support England to the last drop of her blood:

"Ireland enters wholeheartedly into the struggle, and England has every reason to feel that in conferring Home Rule she has already been rewarded with the inestimable boon of the genuine and hearty friendship of Ireland.

"In this war, on its merits, Ireland is frankly on the side of the Allies, and if she is taking, as she is, a strong and active part in the war on the side of England and the other Allies, she is doing so with a spirit which she never felt before—the spirit of freedom; she feels that in this war she has her interests in full harmony with her sentiments and sympathies."



IRISH NATIONALISTS PARTICIPATE IN THE WAR.

Mr. William Redmond, M. P., who is now an officer with the British Army at the front, presenting the new colors to the junior subaltern of the Cork Battalion of the Irish National Volunteers, after which he reviewed the regiment.

Very similar in tone are the utterances of representative Irish papers such as *The Freeman*, *Independent*, *Herald*, and *Evening Telegraph*, in Dublin, and numbers of the provincial papers, as, for example, the Tuam *Herald*, which says:

"We, in Ireland, shall, to a man, back up England in the struggle, and lend every help and aid. We shall do so out of loyalty to the Empire and from a consciousness that it is our duty and our interest so to act in this critical and serious stage in our country's history and fortunes when such far-extending issues rest on the result."

While this may be the attitude of the majority of the Irish press, it cannot be denied that there is a section of Irish opinion which is strongly anti-English and even pro-German in feeling. This we learn from the Toronto *Daily News*, which comments on the situation as follows:

"It is curious that many Irish-Americans in the United States are as hostile to Great Britain as the German population. It was said that the concession of Home Rule would reconcile Nationalist Irishmen the world over to the British Empire. But Home Rule has been passed, and the extreme Irish element in the States maintains its old attitude of sullen and bitter hatred of England. So it appears that recruiting in Nationalist Ireland is restrained by treasonable publications subsidized by German agents."

This allegation of German activity finds an echo in no less an august sanctuary than the Dublin City Council, for the Manchester *Guardian*, in reporting one of its meetings, states:

"The Lord Mayor said circulars from America were going through the post that contained some of the vilest things ever uttered in the name of Ireland. Some had reached him that morning. German money had been sent to Ireland, but the gentlemen who sent it found they were not getting value, and were cautious about sending more. . . . There was a small section in Ireland at present which was endeavoring to convey to the people of America that Mr. Redmond did not represent Irish public opinion."

Meanwhile the German papers volunteer interesting information. Thus the *Berliner Tageblatt* publishes a lengthy communication from Dr. Julius Pokorny, lecturer in Celtic philology in the University of Vienna. He writes:

"As the English suppress all news which would give us information as to their desperate condition, it is interesting to note that leaflets sent us from Ireland assert that a single German army corps could easily seize Ireland, in consequence of the total lack of fortifications, arsenals, and trained soldiers. The Irish could not desire a better lot than to be administered like Alsace-Lorraine by the German Empire, and would be delighted if they were as 'ill-treated' as the Prussian Poles. . . . The recently published news that Mr. Redmond, while attempting to raise Irish recruits for the British Army, was beaten by his hearers, proves to us that these leaflets have not failed to effect their purpose."

The Berlin Socialist organ, the *Vorwärts*, makes light of Mr. Redmond's recruiting efforts:

"News from Irish quarters shows us that Redmond himself is not whole-heartedly in this recruiting campaign, and we hear that the Nationalist leaders have undertaken it not in the least seriously, but only because they must, if they are going to deprive the Ulstermen of their weapons against the Nationalists. The Ulstermen are watching the movements of the Nationalists with Argus-eyes, in the hope that they will take some false step which will have the effect of reducing the Home Rule Act to waste paper at the end of the war."

The *Echo de Paris* publishes a letter from Lord Ashbourne, a leader in the Gaelic League, who states that the riots in Dublin at the end of July were in a great measure responsible for the war, as the Kaiser was led to believe that they were the beginning of civil war in Ireland. He goes on to say that Ireland is now the friend of England and that recruiting is proceeding with great enthusiasm. This is due to a gradual change in Irish public opinion since the war began and is the result, he claims, of the efforts of Nationalist leaders:

"It is scarcely necessary to say that we had to work earnestly among our people. Mr. Redmond, with the instinct of a statesman, devoted himself solely to this work, but only a week before blood had flowed in the streets of Dublin, and our task was step by step to bring the people of Ireland to see that the moment had come to stretch out the hand of friendship to England.

"We have succeeded to the full, and I am bound to say that our friendship toward France has materially aided us in the struggle. As in South Africa, there are always malcontents, but their numbers are so small that they do not count."—*Translations made for* THE LITERARY DIGEST.

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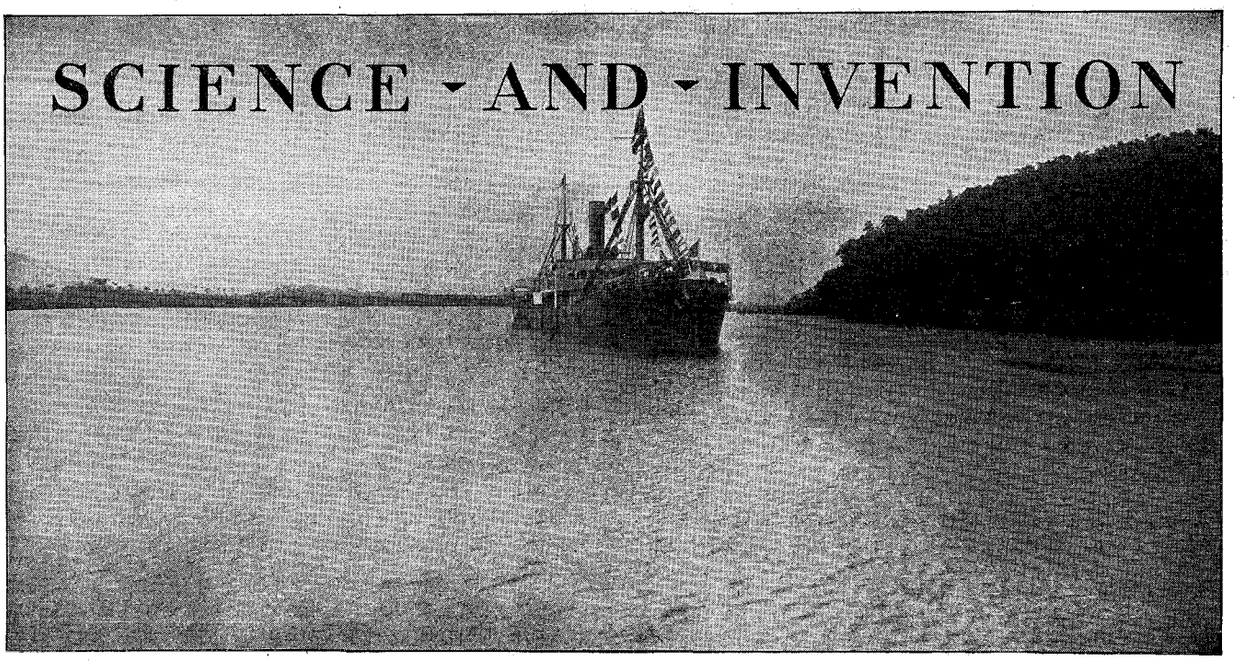

LAKE MIRAFLORES—INVADED BY THE PACIFIC.

THO FIFTY-FIVE FEET ABOVE SEA-LEVEL AND EIGHT MILES INLAND, SALT WATER FROM THE PACIFIC OCEAN IS GRADUALLY FLOWING INTO IT.

HOW THE PACIFIC OCEAN RISES TO INVADE A LAKE

CAN WATER, without pressure exerted upon it, flow up hill? It certainly can, if the conditions are right. It does in Miraflores Lake, Panama, and Colonel Goethals's annual report tells just how. It is only fair to say that purists might, with some justice, object to the word "flow," in this connection, but there is no other, in ordinary colloquial English, that could be substituted for it. The facts are that salt water from the Pacific goes through the canal into Miraflores Lake, eight miles away and fifty-five feet above sea-level, in such quantities that the plan to use the lake for water-supply had to be given up. The expert engineers on the spot seem to have been surprized by this peculiar instance of water climbing a hill, especially as the salt water, which performed the feat, is heavier than the fresh. But its weight, it appears, facilitated its ascent. Says a writer in *Engineering News* (New York, November 26), in substance:

"A year and a half ago, the question of a source of water-supply for the towns at the western end of the Canal, including the terminal at Balboa, was under consideration. Various projects were considered, but the one involving the least cost of any was to take the supply from Miraflores Lake. A further advantage of this supply was that its quantity was sufficient for every requirement of the future.

"Miraflores Lake is a basin a little less than a mile long, extending from the foot of the Pedro Miguel locks (which are at the Pacific end of the Culebra Cut) westward to the head of the Miraflores locks. The water-supply of Miraflores Lake comes from Gatun Lake through the Culebra Cut. Every time a vessel passes through the Pedro Miguel locks, a lockful of water is discharged into Miraflores Lake, and a similar amount is, of course, abstracted from Miraflores Lake as the vessel passes through the Miraflores locks. There are also some small streams draining into the lake, and it is, of course, possible at any time to supplement the flow into the lake from Culebra Cut through the Pedro Miguel locks.

"The surface of Miraflores Lake is fifty-five feet higher than mean tide in the Pacific. Besides this, it is to be noted that the Miraflores locks are about eight miles inland from the Bay of Panama. Further, the bottom of Miraflores Lake is at a higher elevation than high tide in the sea-level section below the locks.

"We have recited all these conditions to show that the engineers who made the decision to use Miraflores Lake for a water-supply had no reason to suspect, so far as we can see, that salt water from the Pacific would invade Miraflores Lake in any material quantity.

"To the great surprize of all parties concerned, however, salt water from the ocean invaded Miraflores Lake at an astonishing rate, even tho there was very little operation of the locks at that time. Chlorin-sampling stations were established at the lake in January, and by February it became apparent that a constant diffusion of salt water was taking place throughout the whole area of the lake, extending back into its arms. The proportion went as high as 15 per cent. of salt water."

How does this salt water from the Pacific gain access in such quantities and with such rapidity to this elevated, distant lake? The only explanation possible, the writer asserts, is the diffusion of the water in the process of lockage. He thus explains how it can take place:

"Suppose a vessel is to ascend the Miraflores locks. She enters the lower lock and the gates are closed behind her. She is then floating in a mixture containing perhaps 75 per cent. of salt water from the ocean. The valves are then opened, and fresh water from the lake above is admitted into the lock through the openings in the bottom until the level of the water in the lock is raised to the level of the water in the upper lock. In this process of filling the lock, the salt water and fresh water are thoroughly mixed. The water in the upper and lower locks being now on the same level, the gates between the two are opened and the vessel is moved into the upper lock. While this movement is taking place, however, the heavier salt or brackish water in the lower lock flows into the lower part of the upper lock by reason of its greater specific gravity, while the lighter fresh water in the upper lock flows rapidly over the heavier water in the lower lock. In this manner, while the vessel is being transferred from one lock to the other, a considerable quantity of brackish water enters the upper lock.

"The gates are then closed behind the vessel, and fresh water from the lake is admitted through the bottom of the upper lock until it is filled to the same level as the lake. By this time, certainly, the percentage of salt water in the upper lock should be reduced to a very small amount. Yet there is evidently enough there so that, when the gates are opened and the vessel passes out into the lake, a considerable amount of the water in the upper lock-chamber flows out with it, and is replaced by entirely fresh water from the lake.

"A question of some interest is whether increased traffic will cause an increased amount of salt water in the lake. While it will cause frequent repetitions of the process above described, it will, on the other hand, bring a larger quantity of fresh water down from Gatun Lake to Miraflores, and will also discharge a larger quantity from Miraflores Lake into the channel below."

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THE MYSTERIOUS DUMDUM

THE NATIONAL ARSENALS do not make dumdum bullets. They do not have to. Any soldier can "dum-dum" his own bullets, and many of them do so. Hence, very largely, the charges and countercharges that we have heard during the present war. This statement is from an article contributed to *The Technical World Magazine* (Chicago, November) by a writer signing himself "A. L.," who hides behind these initials, we are told in an editorial note, the personality of "an American who has devoted many years to the study of ballistics and military organization." His conclusions are that many wounds attributed to dumdums are due to ordinary bullets striking sidewise or "keyholing"; and that such real dumdums as there are are made by the combatants themselves, on both sides. He writes:

"Every jacketed rifle-bullet ever designed is potentially a dumdum bullet. Every jacketed bullet may become one of the dumdum variety either by reason of nature's forces working on it or by the design of the man who dispatched it.

"And this much more is true: There never has been any army—German, French, Belgian, English, Austrian, Russian, Servian, Japanese, Boer, or American—that has not used jacketed bullets that deliberately were made to dumdum. . . . . .

"Permit me to make a momentary digression. I want to speak of the arrant nonsense so often printed in newspapers and magazines about 'steel-jacketed' bullets. There is no such thing. The modern small-arms bullet consists of a core of lead and tin composition, surrounded by a jacket of cupronickel or cuprozinc alloy. Were pure steel jacketings to be used they would rip the lands right out of a rifle-barrel.

"The cupronickel- or cuprozinc-alloy jacket is just soft enough to take the rifling. And yet it is so hard—it has to be made so for almost obvious reasons—that after a hundred or so rounds have been fired there is barrel erosion not attributable only to the high-pressure, slow-burning powders used. This erosion increases in battle, because on the firing-line a soldier has few opportunities to clean his rifle often enough.

"The modern jacketed bullet, whether it is of the round-nose or pointed-nose type, swings beautifully true through its trajectory—up to a certain (perhaps I should say uncertain) point. After that it begins to keyhole.

"Instead of continuing on its long axis alone through rotary motion given it by rifling—it is this rotation which keeps the bullet on its course—the base of the bullet swings in a circle larger than its own circumference. When it does this the missile goes through the air with much the movement of a spinning top after it has been free a minute or two of the rotation-giving cord. This exaggerated rotation of the base is called keyholing.

"Keyholing may be due to one of many causes: it may result from an imperfection in the bullet itself (*i.e.*, in shape, balance, weight in ratio to the powder charge, etc.), from erosion or rust in the rifle-barrel, from atmospheric conditions, from decreasing velocity, etc. There is no way to gage it. But the very fact that it is keyholing makes a bullet a splendid instrument to stop, abruptly and permanently, any living thing it hits.

"And if a pointed bullet is not keyholing from the causes enumerated above, it is very likely to keyhole the minute it hits anything that provides real resistance to its easy penetration and continued flight, such as a belt-buckle or a bone. There are instances, even, where the bullet commenced to keyhole when it entered soft flesh; but, in the main, such instances occurred after the bullet had lost much of its velocity.

"This keyholing of a bullet upon contact occurs because the point is checked, albeit for only an infinitesimal fraction of a second, before the base of the bullet is checked. For, with the point engaged and checked, the base starts to catch up with the point.

"What happens next depends upon how fast the bullet was traveling when it hit. If it still retains considerable velocity (or, rather, energy), the bullet will spiral its way in fairly clean fashion through the object hit. But if it is moving with greatly impaired velocity—due to head wind or long flight or some similar cause—the keyholing bullet is very likely to imbed its point in a bone and then, unable cleanly to penetrate the bone, use its remaining energy to push the whole bone ahead of it.

"In other words, enough energy has been lost to prevent clean penetration, but sufficient has been retained to push impediments to its continued flight out of its path. The sharper the point of the bullet, the more likely it is to keyhole upon impact. This is 'stopping-power' with a vengeance. The German bullet is sharp-pointed. The United States bullet is the sharpest-pointed of all.

"This keyholing naturally causes terrible wounds which, in turn, often bring forth the charge that dumdum (or explosive) bullets have been used."

That much of the talk about dumdum bullets is the result of this "keyholing" action of the ordinary projectile, is the writer's belief. There is, however, he tells us, another side of the picture: the deliberate dumdumming of the bullets by the men in the ranks. The arsenals, he assures us, do not have to turn out dumdum bullets. Any soldier desiring to accomplish the result can make the most "civilized" bullet a dumdum by using his knife or bayonet to cut the jacket at the point, so that, when the missile strikes, the lead core will pour through. And Americans who are horrified at the reports of such "uncivilized" doings in Europe may pause when they read that our own Army has not been entirely stainless in this particular. Says this military expert:

"As a matter of fact this was done so often in the Philippines that the commanding officer of every company examined every individual cartridge on every individual soldier at morning inspection, to see that none had been tampered with. And a few hours later you could see many an enlisted man patiently 'sandpapering' his cartridges so that the jacket-point would be worn to such thinness as would effect 'mushrooming' upon impact.

"Prof. William Möllendorf, a German who has not lost his head and who thinks that the soldiers of the countries at war with his own are ethically the equals of his countrymen, said: 'The enforcement in war of international law or Hague covenants depends, in the last resort, upon the moral sense of the individual soldier.'"

When we have reached this point in the exposition, it is not difficult to see that a soldier in the trenches who sees an enemy rushing at him, and who knows from experience that a clean bullet-hole will not stop him, is very apt to attach more importance to saving his own skin that to obeying the behests of The Hague Convention.

WAR AND FOREIGN SCIENCE—Our readers may have noticed that translations from foreign scientific journals are not numerous in our columns of late. The reason is well stated in *The Scientific American* (New York), as follows, under the heading, "A Dearth of Foreign Scientific Journals":

"While the precise effects of the present European conflict upon America's supply of meats, groceries, and the like have been a matter of such uncertainty as to call for Government investigation, the abrupt curtailment of mental pabulum in the shape of scientific literature from the countries engaged in the struggle has been only too evident. The librarian of a large scientific library informs us that not a scrap of literature of a date later than August 1 has come to hand from Germany, and only a solitary scientific journal, viz., the *Oesterreichische Flug-Zeitschrift*, of August 10, from Austria. The Austrian publication opens with the announcement that many of its staff have been called to the colors, and craves the indulgence of its readers for the results of this untoward situation upon the contents of the journal and for possible future delays in publication. Several French scientific periodicals have continued to arrive with little or no delay; others, including the well-known popular weekly *La Nature*, have been definitely suspended until the war is over. The *Comptes Rendus* of the French Academy of Sciences has, in accordance with its official character, been strongly colored with expressions of patriotism since the war began. The number corresponding to the session of August 3 contains a declaration by the president of the Academy that all academicians not already mobilized in the public service hold themselves ready to aid the national defense according to their several specialties. The number of August 10 pays tribute to the Belgian nation and Army, and contains a memoir address to French military surgeons giving practical advice as to the treatment of wounds. The English journals are still arriving regularly."

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PORTO RICO'S TELEPHONE-PLANTS

THE TELEPHONE-PLANTS of Porto Rico are of two distinct kinds, it appears, and both provocative of trouble at times. One is the peculiar growth shown in the accompanying photographs; the other is a curious ganglion of telephone-wires owned by two private corporations and the insular Government, which, through an ill-balanced system of cooperation and competition, attempts to serve adequately this none too thickly populated island of less than 30,000 square miles. The two private companies, under the direction of American managers, says a writer in *Telephony* (Chicago), are succeeding fairly well through an even partition of the island. The government line is the troublesome factor. Fortunately it is a plant of languishing growth; for only when its service is broken down entirely do the islanders have anything like adequate service. This paradox the writer explains:

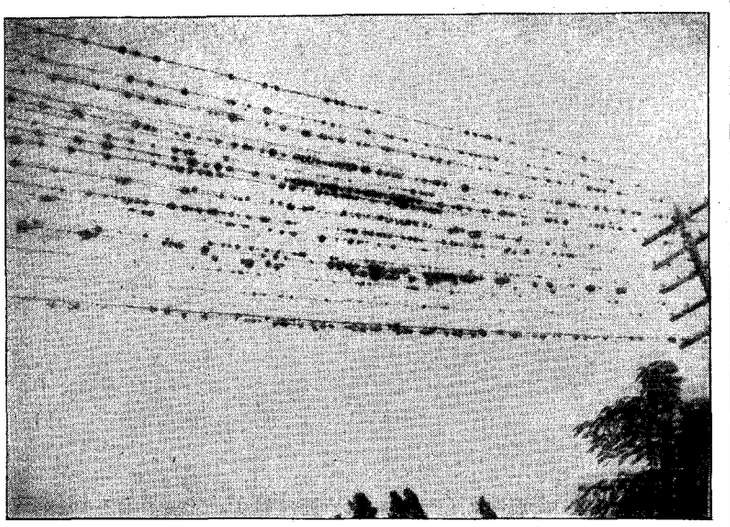
"The Government operates both telegraph and telephone systems and controls the toll-lines. It might be interesting to note, in connection with the question of government ownership, the following conversation between the writer, who wished to telephone from Ponce to San Juan, and a resident of Ponce:

"RESIDENT: 'If the government lines are down, it will be all right, but you can not talk over their lines when they are working and understand what the other fellow says.'

"WRITER: 'How will it help if they are down?'

"RESIDENT: 'When government lines are working, the telephone company has to make all toll-calls over those lines; but when they are down, the telephone company is privileged to use its own lines, and you are then able to talk with the party you are calling.'

"This incident will probably give a fair idea of the general telephone conditions in Porto Rico at the present time. It is also interesting to note that while several of our representatives in Washington are introducing bills and recommendations to break up monopolies and make telephone and telegraph service government-owned in the United States, an appraisal is being made in Porto Rico of all telephone equipment on the island for the purpose, as reported, of giving the Porto Rico General Telephone Co. control not only of the holdings of the South Porto Rico company, but also the lines and equipment of the Government. The Porto-Ricans are heartily in favor of this movement, as the service rendered by the independent telephone companies is much better than the service given by the government system at the present time."



By courtesy of "Western Electric News," New York.

NOT A BIRD'S NEST, BUT A GROWING PLANT.

A parasitic plant that favors Porto-Rican telephone-wires.

The other "telephone-plant," tho more literally plantlike than just described, is not so easy to explain, nor to uproot. It is, as may be seen, a growth of most peculiar habits, preferring electric wires to the nourishing earth. It is briefly described:

"It is an air-plant something like an orchid. It has no roots, but derives its nourishment from the air, the seeds evidently being carried by the wind or birds and insects to some substance where they lodge and sprout.

"This growth is found most frequently on insulated wire, altho it has been observed on bare iron wire that has rusted. It has never been seen on new bare iron, copper wire, or cable, and causes little trouble as the mass is seldom large enough to cross two wires."

By courtesy of "The Telephone Review," New York.

PLANTS THAT PERCH ON TELEPHONE-WIRES.

They have no roots and derive their nourishment from the air.

PATENT HUMBUGS—Those who make the most noise about the exclusive use of their right to particular inventions and improvements upon which patents have been granted, says a writer in *Railway and Locomotive Engineering* (New York, November), often have the most unsubstantial claims to rest upon. Says this journal:

"Not infrequently a great noise is started and kept up by those perfectly conscious of the weakness of their boasted rights in order to scare away competitors in the same kind of business without testing the strength of the claim. Sometimes it is downright ignorance of the real value of patented claims that gives the greatest assurance and leads to foolish aggression. A new manufacturer of a particular kind of machine or mechanical object, on which patents have been granted, coming into competition with old and well-established manufacturers of a like article, needs to have a good supply of pluck, energy, and penetration, or he may be driven from the field by threats or suits for infringement without having trespassed upon anybody's actual rights or valid patent claims.

"Threats of prosecution often accomplish more than the prosecution itself, for purchasers are generally deterred from investing in anything they may be called upon to pay a royalty for using so long as they can procure something of the same kind without any prospects of a demand for royalty. Injustice has been done by taking advantage of this fact. There is too much inclination among business men to accept as established facts many things, simply because they have been so often and so positively asserted without anybody taking pains to

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deny them. Occasionally some one pulls away this mask, and men wonder why they have been so foolish as to accept a sham for a reality so long without investigating it. Patent rights furnish the material for numerous humbug pretensions."

ASHES AS A COMMODITY

IT HAS BEEN SUGGESTED that the shortage of potash, due to the stoppage of imports from Germany, may be made good, at any rate in part, by going back to the old source of potash that was so long sufficient for our fathers, namely, the ashes of burned wood. Wood-ash used to be an important article of commerce; little of it is bought and sold to-day, yet its content of potash has diminished neither in amount nor in value. An editorial writer in *The Hardwood Record* (Chicago, November 10) thinks that a million and a half tons of ash would make good the loss of 250,000 tons of potash, which is what we have been getting yearly from Germany. Our waste sawdust alone, if burned, would yield about one-third of this. Is it possible that the European War may do us good by making us a little less wasteful? Explaining the nature of the wood-ash, and its history as an article of commerce, the writer in *The Record* says:

"When wood is burned, the remaining ash represents what the growing tree extracted from the soil, while the smoke that goes into the air represents what the tree derived from the atmosphere. The charcoal, if sufficiently burned, disappears. A small portion of a tree comes from the soil and much from the air. Some trees do not take one pound from the soil to one thousand pounds from the atmosphere, while others may take one from the soil for fifteen or twenty from the air.

"When English colonists settled on the Atlantic coast from New England to North Carolina, the abundance of wood suggested to them that there might be profit in the sale of ashes. In 1621, less than fifteen years after the founding of Jamestown, the Virginians were selling ashes at from thirty to forty dollars a ton for export to England. The burning of ashes was a favorite business undertaken by negroes who had run away from slavery in the South and had settled in Canada. No capital was required, as wood was free; and, tho the income was small, the work was easy and served to attract a good many people. As late as 1898 Canada exported annually 1,323 barrels of potash and pearlash, the equivalent of more than 20,000 barrels of ashes."

We are told that the domestic wood-ash was depended on both in soap-making and, originally, in the preserving of meats. In agriculture, however, is its great and permanent value. As we are told:

"The fertilizing value of wood-ashes is due principally to the potash and other ingredients they give the soil. The soil on which a wood grows is influential in determining the proportionate amounts of fertilizing elements incorporated with the ground. Trees occupying salt marshes do not yield ashes satisfactory as fertilizers, because of the presence of salt in the ashes. . . . . .

"The potash in wood-ashes is taken up by the soil more readily than in most other forms, because the grains are generally extremely fine and the minute particles are easily distributed through the soil in convenient form for assimilation by plants. When tanbark is burned, the ash is poorer in potash and phosphoric acid than wood-ash, but may be richer in lime."

What we waste now in wood-ash is incalculable, for the waste occurs everywhere that wood is burned. Of some specific wastes, we read:

"Slabs and edgings now thrown away may be sufficient to produce 50,000 tons of ashes annually, calculated on figures given in Louis Margolin's 'Waste in Milling.' Figured on the same basis, ashes from sawdust would total 500,000 tons a year. Cord-wood now burned as fuel would be good for 500,000 tons, making a total of more than one million tons of ashes annually, little of which is now saved. . . . . .

"It has been suggested that this country can produce its own potash to make good that cut off by the closing of the German trade. We have been getting about 250,000 tons a year from there. If an attempt is made to convert ashes into potash, we might figure that six pounds of ashes will make one pound of potash. A million tons of ashes would be good for 150,000 tons of potash, or rather more. At recent market prices it would be worth $12,000,000. It would be worth twice that at present quotations, but the usual price is about four cents a pound."

HOW ONE MAY FEAST AND STARVE

IT HAS LONG BEEN RECOGNIZED that we are nourished not by what we eat, but by what we assimilate, and that it is possible to die of starvation while feasting, simply because the processes of assimilation have somehow failed. Hence there is a group of so-called deficiency-diseases or diseases of malnutrition, whose causes have for years been very imperfectly understood. It is now asserted that they are all due to lack, in the food, of a newly isolated group of nitrogenous compounds to which the name "vitamines" has been given. Such obscure diseases as beriberi and scurvy, and probably also pellagra, rickets, and other similar maladies, are caused, we are told, by lack of vitamines, and may be termed "avitaminoses." We quote from a recent article in the *Bibliothèque Universelle* (Lausanne, September) by Dr. Edward Combe. From this we learn that Dr. Casimir Funk, who made this discovery, was led to it by a prolonged study of beriberi, the serious malady which has been especially fatal in Japan. Dr. Eykmann, now professor of hygiene at Utrecht, but then located in Java, made the discovery that beriberi was not found among populations using rice from which the outer covering had not been removed, but did exist where the covering was removed. Other cereals prepared by such decortication may produce similar maladies. We read:

"In Europe, where a varied diet is usual, beriberi has not been epidemic, . . . but it has been observed in exceptional circumstances, among others during the siege of Paris—and when a too uniform diet was adopted in institutions."

Where nursing mothers lack vitamines in their food their infants may be attacked by a severe and rapid form of beriberi, whose symptoms disappear when they are fed by a healthy mother. Eykmann produced experimental beriberi in pigeons and chickens by giving them a uniform diet of polished rice, white wheat flour, starch, or sugar. Little by little it became evident that beriberi could be explained only as due to prolonged and exclusive use of foods deprived of substances indispensable to the normal chemical changes of nutrition. Many scientists at once addrest themselves to the task of discovering this indispensable element in rice-bran. The result was the isolation of the vitamines. To quote further:

"Experiments on hundreds of pigeons suffering from experimental beriberi through an exclusive diet of polished rice, and apparently about to succumb, demonstrated without exception the remarkable activity of the crystallized vitamines. Four or five milligrams injected under the skin of a dying pigeon cured it in two or three hours with miraculous rapidity, proving at once the importance of the vitamine and the phenomenal avidity with which the body absorbs and utilizes it."

As for scurvy, another disease of malnutrition, it is cured, as has long been known, by fresh vegetables or their juices. These, however, Dr. Combe tells us, often rapidly lose their activity. He writes:

"Moderate cooking diminishes it, and cooking at a temperature above 100° C. destroys it when even moderately prolonged. On the other hand, a *purée* of potatoes or a bouillon of carrots retain their activity in spite of cooking. . . . Foods differ in this respect. Dried dandelion is inactive, while dried cabbage is still active, tho much less so than fresh cabbage. Lemon-juice retains complete activity even when cooked and sterilized. Hence the juice of lemons and oranges is best. Cooked milk loses a part of its activity, and sterilized milk nearly all."

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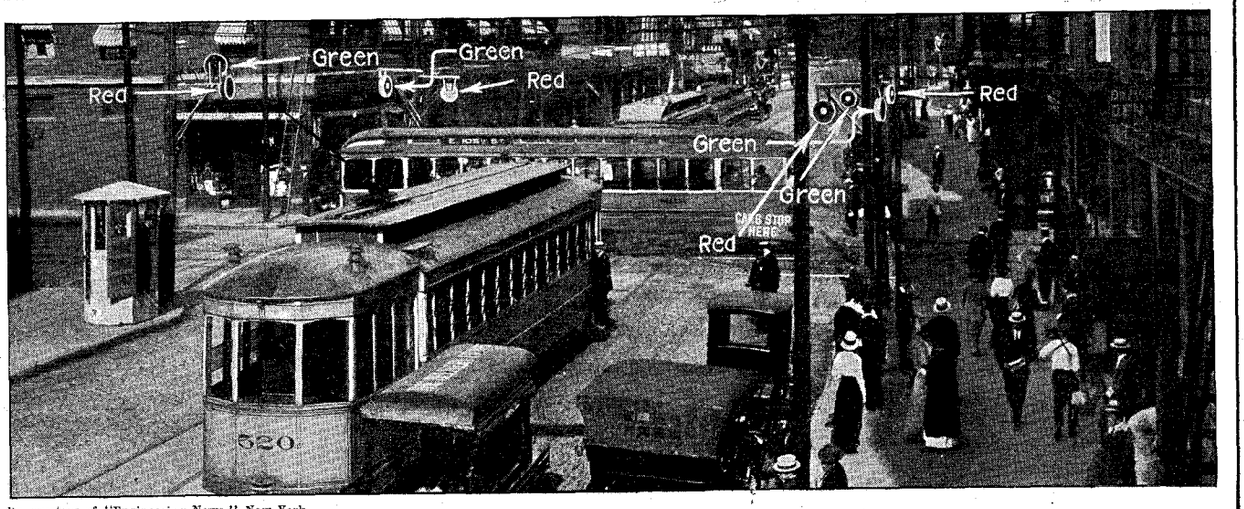

By courtesy of "Engineering News," New York.

A STREET-TRAFFIC SEMAPHORE SYSTEM THAT EXPEDITES TRAFFIC 20 PER CENT.

One policeman, in his observation station, seen at the left, may direct single-handed all the traffic at this busy Cleveland street-crossing. In case of a fire he may, with a turn of the hand, stop all traffic, and clear the way for the fire-apparatus.

The conclusion is that the vitamines which cure scurvy are much less stable than those that cure beriberi, altho the former may be transformed into the latter by chemical action. Another conclusion, perhaps more interesting to Americans than either of those recorded above, is that which classes pellagra among these diseases of malnutrition. Dr. Combe declares it to be increasing in America, where the form it assumes is both more acute and more fatal than elsewhere. This, we are told, is due to the superior machinery here, which more effectually decorticates the grain. Students of the disease have ascribed it variously to mold or fungous growth in the grain, to infectious bacilli, and to the effect of light on the skin, but Funk unhesitatingly classes it as a deficiency-disease due to the lack of vitamines. We read:

"Numerous examinations of the food of its victims and of their blood have always shown a complete absence of microbes. What renders research extremely difficult is that as yet no animal is known to react to pellagra. Funk, however, does not hesitate to give as its cause the disappearance of the vitamines in corn either too much 'polished,' too much cooked, or too much dried."

Vitamines are found chiefly in vegetable foods, we are told, but the proportions vary greatly. Cereals contain them in notable proportions, but chiefly in the pericarp or husks, barley, oats, wheat, and buckwheat being particularly rich in them; while fresh fruits, notably the juice of oranges and lemons, contain notable proportions of vitamines. Fresh vegetables, especially green peas, and above all potatoes, contain large proportions, and this is why soups of vegetables are so useful. Raw milk contains a quantity beneficial to the young, but cooking or sterilization completely destroys the vitamines. Cow's milk contains more in summer than in winter, and more when the animals are given fresh instead of dried fodder. In eggs the vitamines are found only in the yolk, and the effect of cooking is not known. In raw meat of all sorts, especially uncooked sweetbreads and liver, they are found plentifully, but are lacking in boiled meat, where they pass into the broth, but they are retained in roasts. In conclusion, Dr. Combe calls attention to the fact that the great epidemics of scurvy common in Europe in the Middle Ages vanished after the introduction of the potato, and he ascribes this to the fact that the potato is rich in vitamines which are not destroyed by cooking. He emphasizes the fact that children in their second year are frequently pale, weak, anemic, and without appetite because they are fed exclusively on such foods as flour soups, white rice, white bread-puddings, zwieback, and sterilized milk. Such a diet should always be supplemented and corrected by free use of potatoes, fresh vegetables, cooked fruits, and raw ones if possible. He declares finally that a restricted diet is useful only to cure abnormal gastric conditions, and that as soon as is safe, even in fevers, the diet should be as varied as possible, since this is the surest way of securing the needed amount of vitamines.—*Translation made for* THE LITERARY DIGEST.

AN ELECTRIC TRAFFIC SQUAD

THE PROBLEM of traffic control appears to be demanding more and more attention of municipal authorities each year. In the days of horse-drawn vehicles the pedestrians and the street traffic were fairly capable of untangling themselves, save on the most extraordinary occasions. But this the motor has been changing, so gradually in some places that the authorities are only just becoming aware of the inadequacy of existing traffic regulations. New York stations policemen on foot at busy corners, who wave their arms about like trainmen in a railroad-yard. One city, however, to judge from an article in *Engineering News* for December 3, is striving to cope with the traffic demands in the most modern and thorough manner. This is Cleveland, Ohio, where, some months ago, an electric traffic-control system was installed at the street intersection shown in the above photograph. Says *The News:*

"The system is operated practically the same as a railway-crossing, altho there are modifications in the apparatus itself to suit street conditions. It is estimated that traffic can be handled 20 per cent. faster than by a policeman in the street.

"Electric signal-lights are placed on the right-hand side of each street, facing oncoming vehicles. A red light signifies stop, and green proceed. The switch controlling the lights is operated by a traffic officer in the booth to the left, in the accompanying illustration. The switch is so interlocked that it is impossible to give conflicting signals. The sides of the booth are glass, so that the officer may see out on all sides. The red-light signal is shown on the near corner of the crossing street and the green light on the far corner, instead of having both lights on the same pole as in railway practise.

"A fire-alarm signaling instrument, connected to the fire-department headquarters, is installed in the officer's booth, so that he is informed when it is necessary to clear the crossing for the passage of fire apparatus. On these occasions the officer closes an emergency-control switch, which sounds an alarm-bell and shows red lights on all signals. He is then free to leave his booth and give his attention to the street."

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LETTERS - AND - ART

GERMAN FEAR OF SLAV BARBARISM

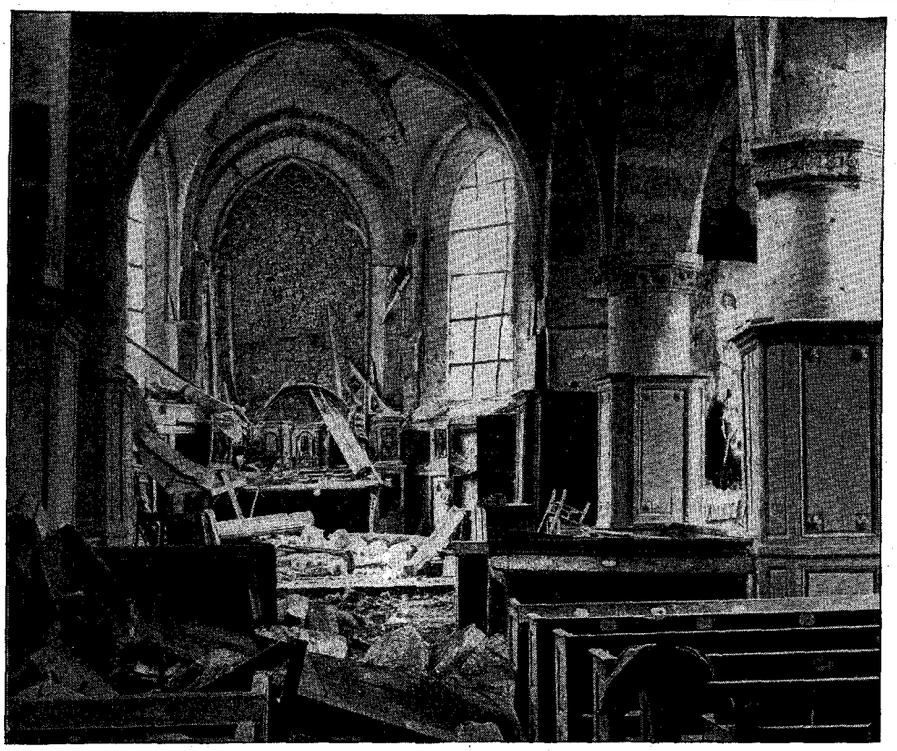
IN THE VARIOUS REASONINGS about the causes of the war, especially those emanating from German sources, the responsibility is laid by one on Russia, by another on England. Whatever Chancellor von Bethmann-Hollweg may say about England, Dr. Dernburg, Germany's spokesman in America, lays the blame on Russia, and in the early days of fighting we heard much about Germany's fighting the battle of Western civilization against Asiatic barbarism. Tho the phrase is vague, it seemed to mean the fight against Russian autocracy. Now it is pointed out by the Regius Professor of Modern History at Cambridge, England, Dr. John B. Bury, that Germany's discovery of Russian barbarism is a very recent one. "An unfriendly critic might observe," he says in the New York *Times*, "that while Russian autocracy lasted in an unmitigated form, Prussia was hand in glove with Russia." The Professor backs up this statement by a careful survey of their political relations since 1772, supported by citations mainly from German historical sources. Prussia, he declares, has waited till the Russian Government "has inaugurated a liberal policy by the creation of a parliament to go to war and denounce the Power which was her traditional friend as 'barbarous' and 'Asiatic.'" He goes on to sketch the part that Germany has taken in building up the bureaucratic system which has been the great obstacle to reform in Russia:

"In the process of Europeanizing the Muscovite Empire, which began with Peter the Great and progressed steadily throughout the eighteenth century, Germans played a leading rôle and filled most important positions in the State's service. They helped to organize bureaucracy and to build up the military system, which was founded on German models. As time went on Russia depended less on foreigners, but Germans belonging to the Russian lands of Esthonia, Livonia, and Kurlands were, in the early years of Nicholas I., still preponderant in the higher commands in the Army and in important State offices. It was Benckendorff who organized the Political Secret Police (Third Section), perhaps the most unpopular institution introduced by Nicholas.

"And the influence of Germans at court and in public administration has continued till the present time. A high authority [Professor Pares in 'Cambridge Modern History'] on Russia writes, referring to the reign of Nicholas II.:

"'Englishmen and Germans who had lived long in Russia almost invariably maintained that it was the German who was disliked. There were reasons why this should be so. Russians at large were more nearly touched by their own system of government than by questions of foreign policy, and here the Germans were constantly presented to them as the agents of power. Baltic Germans were strong at the court; they held many of the highest administrative posts and were in every chancellery; they had, for instance, a disproportionate share in the work of the court martial. German stewards with scrupulous exactness collected the revenues of their absent masters. German firms captured the strategic posts of trade, and German managers ruled Russian workmen. Owing to a strong contrast of character between the two races their use of their power was often contemptuous and rarely sympathetic.'

"It is certain that, whatever judgment may be found of Russian civilization in its political aspect, men of the German race have largely participated in its development."



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WHERE NO CHRISTMAS CAROLS WILL BE SUNG.

The church at Barcy, one of the most unfortunate victims of shells.

Up to the last decade of the nineteenth century, Professor Bury asserts, the relations of Prussia and Russia were "almost invariably relations of friendship and cooperation." Indeed,

"Neither Prussia nor Germany ever betrayed the slightest symptom of a desire to stand forth as champions against 'Muscovite barbarism.' That the two Powers should hold together in the interest of monarchism was the policy of Bismarck, as of Nicholas I. The one thing which Prussia feared was that if her neighbor adopted a liberal policy in Russian Poland trouble might be created in her own Polish provinces. Her object, therefore, was to confirm what she now stigmatizes as 'Czarism' in its autocratic principles, and to hinder any liberal concessions that might be entertained at Petrograd.

"Till the end of the Bismarckian period the danger of Slavism lay, so far as Germany was concerned, in the possibility of the adoption of the philo-Polish policy by the Russian Government, and she was comparatively indifferent to Russian relations with the South Slavonic States. This indifference ceased when she began, in the reign of William II., an ambitious policy in the sphere of the Turkish Empire. The direct interest of Austria-

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Hungary in the Balkan countries now became the indirect interest of Germany.

"Here we have the only tangible meaning that can be discovered in the cry of Teutonic versus Slavonic civilization. The sole actuality behind the claim that the present war is a struggle of Teutonic enlightenment against Slavonic 'barbarism' lies in the fact that German and Austrian interests in the Balkan Peninsula are embarrassed by the sympathy of Russia with the small Slavonic States, which oppose an obstacle to those interests, and that Germany is afraid of the Russian philo-Polish policy."

In tracing these relations Professor Bury avers that his purpose has not been to criticize Germany so much as to point out that she is the last Power in the world that has the right to reproach another Power for cooperating with Russia:

"Her policy has been legitimately determined by her conception of her own interests. In 1907, Great Britain concluded a convention with Russia. The understanding thus initiated between the two countries has ripened into friendly cooperation. This policy, on our part, has been dictated by the consideration of our own interests. If there were anything exceptional in it we might well offer the defense that we have simply followed Germany's example. We may, indeed, also urge that, as a people to whom political liberty has for centuries been the first principle of social life, we naturally sympathize with Russia in the process of transformation which has recently begun, and think we may reasonably hope that her intimacy with France and England will help her in her path away from the autocratic system in which Germany always sought to confirm her toward the political ideals of Western civilization.

"'Muscovite barbarism.' 'Asiatic Russia.' These are phrases which were fully applicable two hundred years ago, but which since then have been steadily becoming less and less appropriate as descriptions of Russian civilization. To-day they are so glaringly far from the truth that they are no more than terms of abuse.

"On the history of the Europeanizing of Russia in the eighteenth century we owe the best book to a German [A. Bruckner], whose concluding observation is that 'Russia is continually winning new forces, which bind her indissolubly with the Western *Kulturwelt* and will ultimately merge her completely in Europe.' Just thirty years ago Rambaud remarked: 'Russia is too European to continue to live outside the conditions of European political life.' ['Histoire de la Russe.'] There is, indeed, no question that, according to the general consent of opinion, Russia and the Slavs, tho their development has been late, have taken their place in the sphere of European civilization. I may refer to a writer, with most of whose views I disagree, but whose work, 'Die Graundlagen des Neunzehnten Jahrhunderts,' has enjoyed a wide popularity in Germany. [An English translation of Houston Chamberlain appeared in 1911.] His subject is the *Kultur* of the 'Germanic' peoples, and among the Germanic peoples he includes the Slavs. Translating this into terms which do not imply his unacceptable Germanic theory, he means that the Slavs are one of the races which are bearers of what is commonly called 'Western civilization.' And in this he is right.

"The supreme value of the work done by Russia in physical, historical, and philological science is recognized by all competent people. Is it necessary to speak of Russian musicians? Every educated European knows how Russia has enriched European literature. The German historian of Russian literature [Brucker, 'Geschichte der Russischen Litteratur'] wrote: 'The tenacity and the soaring flight of the Russian spirit have created a world literature. May it remain in the future true to the humane and ascetic conditions of its glorious past!' . . . . . .

"No judges are more capable of recognizing merit than the Germans in the fields of literature and art, science, and learning, in which they had themselves done such magnificent work. In these domains there can be no question of an antipathy between Teutonic and Slavonic civilization. The alleged antipathy must therefore be sought in the political and social institutions and ideals. Here there are specific differences between Russia and Germany; and there are specific differences between Russia and France, between Russia and Great Britain. But if the institutions and ideals of Great Britain and France differ profoundly from those of Russian autocracy, they also differ from those of Germany. If, therefore, differences in civilization have anything to do with the matter, it is difficult to see why France and Great Britain should be expected simply on this ground to cooperate with Germany against Russia rather than with Russia against Germany.

"The two great Western republics, France and the United States; the two great constitutional monarchies, Great Britain and Italy, and most of the smaller States of Europe, as well as the self-governing States of the British Empire, have in common responsible government, democratic institutions, and a similar ideal of political liberty. From this point of view, the Western Powers stand, as Bismarck clearly recognized in his explanation of his philo-Russian policy, on a different side of the fence from Germany and Austria.

"We have watched with respectful interest Germany's development on her own lines with monarchism, paternal government, the divine right of kings, the preponderant influence of a military caste (who seem to believe with Von Moltke that 'war is an essential element in God's scheme of the universe'), and a form of constitutionalism which we regard as spurious. This system may lead to greater efficiency, and it seems, as Prince von Bülow has explained, to suit the Germans. They feel free under it.

"But we—and we can answer for France, Italy, and America—should not feel free under it. It is not our ideal of political liberty. Paternal government, 'paternal favor,' is repugnant to us. We will not submit to any authority except an authority appointed and controlled by ourselves. The irresponsibility of the German executive is, in principle, no less opposed to our ideas than Russian autocracy. The Imperial Chancellor is responsible only to the Emperor, who appoints him, and the Emperor is responsible only to God."

BERGSON ON GERMANY'S MORAL FORCE

GERMAN DEFEAT is figured out by Prof. Henri Bergson, the French philosopher and academician, in the *Bulletin des Armées* (Paris). He bases his statement on the fact that she is destined to exhaust her stores not only of material but also of moral forces. Quite contrary is the condition of France, as he sees it, whose power, both moral and material, "does not exhaust itself," but "renews itself unceasingly." Professor Bergson's argument is that Germany's spirit is animated by false ideals, which will fade when she begins to want for material resources. After canvassing the resources of both sides, in foodstuffs, munitions, and men, and striking a balance in favor of the Allies, he asks:

"What of moral forces, which are invisible, tho of the greater importance, because they can supplement the others, and because without them material forces are worth nothing?

"The moral energy of races, as of individuals, subsists only through an ideal that is superior to them and stronger than they. When courage wanes, they hold fast to this ideal. Now what is the ideal of Germany of to-day? The time is past when her philosophers proclaimed the inviolability of right, the eminent dignity of the person, the obligation of one people to respect another. Germany, militarized by Prussia, has cast aside these noble ideas, which for the most part she imbibed from France of the eighteenth century and of the Revolution. She has created a new soul for herself, or rather she has meekly accepted the one that Bismarck gave her. The famous line—'Might makes Right'—has been attributed to this statesman. In truth, Bismarck never said it, for he knew the distinction between right and might. Right, in his eyes, was simply the will of the strongest, which is embodied in the law that the conqueror imposes on the conquered. In this consisted his morality; and Germany of to-day knows no other."

Furthermore, Professor Bergson says, Germany makes a cult of "brute force," and, believing herself the most powerful among the nations of the earth, "she is wholly absorbed in self-adoration." We read then that—

"From this pride proceeds her energy. Her moral force is only the confidence that her material force inspires. That is to say, here again she is living on her reserves, and has no means of replenishment. Long before England began to blockade her coast, she had blockaded herself morally by isolating herself from all ideals capable of revivifying her.

"Consequently she is going to see her forces and her courage used up simultaneously. . . . Against this force, which is nourished on its own brutality, we oppose that which seeks, outside of itself, above itself, a principle of life and of renewal. While the former exhausts itself little by little, the latter renews itself unceasingly."—*Translation made for* THE LITERARY DIGEST.

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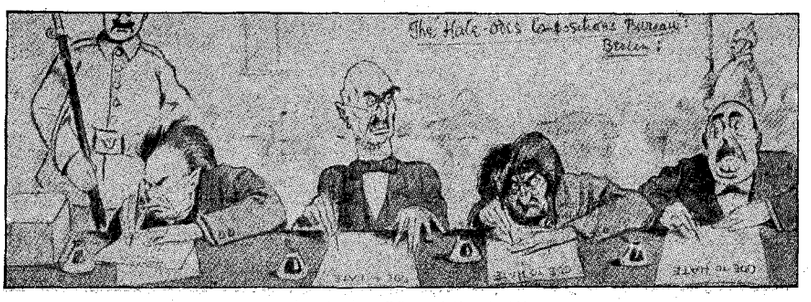
GERMANY'S EXALTATION IN WAR

SOMETHING REMARKABLE is taking place in Germany under the stress of her war with five nations. She has been turned from a nation of peace to one which discovers that her highest spiritual realization is to be achieved through war. During her forty-four years of peace, says Prof. Theodor Elsenhans in the *Illustrirte Zeitung* (Leipzig), war was always presented to the German people as "the awful destroyer, the mightiest of terrors, the annihilator of all the cultural achievements brought about by much painful labor." Their constant study had been "how best to keep this awful catastrophe far away from our own country and from Europe." Consequently they see "no calumny of our enemies so laughable to any one who understands our people as the statement that Germany began the war for the purpose of conquest." But now that



HATE WHILE YOU WAIT.

"The production of odes of hate of England is now quite an important branch of Prussian military machinery." —E. R. in *The Bystander* (London).

war stands before them as an awful fact, "now that the torch has been thrown out to spread flames where it may, now that the loyal, peace-loving German nation has to face one mighty foe after the other . . . we feel deeply the terrible facts of the times, we mourn the sacrifice of young lives which the war has made necessary; but all weeping and sorrow, all regret are swallowed up by the mighty stream of a new national life which has gushed forth over our German Fatherland." As remarked in another article on the revival in France, such spiritual effects are probably taking place in all the warring lands, so that the words below, with a change of names, might apply to any one of them. The New York *Sun*, which translates this article, presents these further remarkable words:

"Even if the impossible were to be made possible, even if we could turn the wheel of time backward, no real German would dare to wish for the return of the dull, uneventful, disagreeable times. The new impulses are too valuable, too deep-reaching, and too full of promise for an inner change and uplift of the German people. No conscientious and well-meaning work for peace, no talking and teaching of inspired minds, no self-sacrificing activity of the friends of the people could have produced that which the war has brought about or is about to arouse. Among all the educative forces at work upon a people the most powerful are the fortunes through which it passes historically as a whole, and among these the deepest and most tenacious are when the existence or non-existence of the people is at stake.

"Just here lies the secret. The expression 'inspiration for the Fatherland' is not sufficiently clear to make it understood by others how we can associate war and the education of a people so closely. Is not war a destroyer? Many blood-stained pages of history, especially of the history of Germany, whose soil has often been the fighting-ground for hordes of warriors for ten years at a time, tell us how frightful its destructive power is. How can the destroyer do any good? In what sense can we understand those words which Schiller put into the mouth of Max Piccolomini: 'War is fearful as heaven's plague; yet is it good, it is destiny.' How can it be the well-spring especially of the deep and fine activities of the inner life which we include under the word education?

"Just the fact that it is the greatest of destructive powers hides the secret from us. It drives us to destroy what is valuable to us, to shatter what we love, and just in this way does its value come into our consciousness.

"Let us begin in the small circle of family life. The husband, father, son, brother, goes forth to the battle-field, perhaps never to return. The farewell is a sad, hard trial. Even here the solemnity of that hour of companionship, taken as a matter of course before, is now different in depth and power.

"The daily pursuits are followed, but there is something missing. Thought of those who have gone forth to battle fills every day, every hour. What he really meant to his own, what was taken for granted, is now recognized at its full value. Every indication of life is greeted with jubilation, and the bond, which held all together, is ennobled by a common care in which each forgets self. And those who lie out there under the stars, who in camp or battle can not but think of their homes, they have become dearer than they ever could have been in times of peace, something for which to long, a source of inspiration.

"This raising of values through danger and the desire to meet again rises to an even higher level in that great family formed by the German people. All of those warriors facing death out there in the field with such incomparable bravery, fighting so hard and long for the Fatherland, are members of this one family. Their privations and sufferings, their battles and victories are felt, too, by those at home.

"It is the people as a whole whose entire existence is in danger, and now more than ever does it feel deeply the value of this unity. Differences based upon party lines, ideals or religious allegiance, which have played so great a rôle during the last few years in separating those of the Fatherland, which threatened to split the German people into any number of different camps, disappear as if by magic in the face of the knowledge that their common home is in peril."

The Professor also sees "an alteration in the kind of perfection," to which is to be attached "special value brought about by the influence of war." Here is the transformation:

"Whoever wishes to know in what the people are interested need only listen to them talk. What, indeed, was it that made up the conversation of business men three months ago! What trifles and foolishness were talked over at length! At a stroke all is different.

"The matter in which the people are interested is altogether changed and more elevated. One subject rules all of them. The talk is no longer about themselves or their neighbors, but of the entire community, of the Fatherland opprest by its enemies. More than one hundred years ago Fichte declared, in his flaming 'Talks to the German Nation,' that the way toward the reinvigorating of the German people lay along the line of obliteration of selfishness; and this has been accomplished by the world-war, which has snatched the individual from the narrow circle of selfish interests and shown him that his own fate is closely connected with that of the entire nation.

"And this national fate is, at the same time, the test of values which will outlast all time. They must prepare for the sacrifice required by a contest of life or death. The superficial, petty, weak, and frivolous has no excuse for being. The soldier who looks death in the face finds it impossible to concern himself with trifles. In the same way those who remain at home, who feel themselves bound up with him in the same spirit of love for the Fatherland and willingness to make sacrifices, must devote themselves to the same battle as the Army and the Fleet. Whatever they do, whatever they say, must be sanctified by the thoughts that the furtherance of the national purposes is purchased by the wounds and the deaths of many brave men. . . . . .

"With this 'revaluing of all values' which has come about as a result of the war in the depths of the German spirit there is coupled an appeal to the will-power, to the bravery and endurance of the German people such as has hardly ever been demanded in all the long course of its history. It is worth while to defend all these virtues against a world in arms, and to compel from the ruthless disturbers of the peace such a peace as will make it impossible for them to wage war with Germany for a long time to come."

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THE RESTAURANT BAND BEFORE THE WAR.

THE SAME PERFORMERS—PRESENT TIME.

THESE CHANGING TIMES.

—Maybank in *The Bystander* (London).

HARDEN DISDAINS APOLOGY

ANOTHER VOICE in Germany's behalf is raised by Maximilian Harden, the famous journalist who has served a prison term in the Fatherland for the crime of *lèse-majesté*. He voices not so much a plea directed to outsiders as an exhortation to those who, he thinks, have been wasting words in that direction. "Cease the pitiful attempts to excuse Germany's action," he cries. "No longer wail to strangers, who do not care to hear you, telling them how dear to us were the smiles of peace we had smeared like rouge upon our lips, and how deeply we regret in our hearts that the treachery of conspirators dragged us, unwilling, into war." "Because our statesmen failed to discover and foil shrewd plans of deception is no reason why we may hoist the flag of most pious morality," he declares in an article translated by the New York *Times* from the German *New Yorker Review*. It is not as "weak-willed plunderers," he asserts, that Germany undertook the fearful risks of this war. On the other hand: "We wanted it. Because we had to wish it and could wish it"; and he consigns to "the Teuton devil" those "whiners whose pleas for excuses make us ludicrous in these hours of lofty experience." He voices the feeling of Germany not as one appealing to the court of Europe. "Our power shall create new law in Europe. Germany strikes. If it conquers new realms for its genius, the priesthood of all the gods will sing songs of praise to the good war." With the same frankness that sent him to prison for criticizing the Emperor, and involved him in a libel suit in 1907, when he attacked the members of the Kaiser's "Round Table," he now speaks out for Germany herself:

"We are waging this war not in order to punish those who have sinned, nor in order to free enslaved peoples and thereafter to comfort ourselves with the unselfish and useless consciousness of our own righteousness. We wage it from the lofty point of view and with the conviction that Germany, as a result of her achievements and in proportion to them, is justified in asking, and must obtain, wider room on earth for development and for working out the possibilities that are in her. The Powers from whom she forced her ascendency, in spite of themselves, still live, and some of them have recovered from the weakening she gave them. Spain and the Netherlands, Rome and Hapsburg, France and England possest and settled and ruled great stretches of the most fruitful soil. Now strikes the hour for Germany's rising power. The terms of a peace treaty that does not insure this would leave the great effort unrewarded. Even if it brought dozens of shining billions into the national treasury, the fate of Europe would be dependent upon the United States of America.

"We are waging war for ourselves alone; and still we are convinced that all who desire the good would soon be able to rejoice in the result. For with this war there must also end the politics that have frightened away all the upright from entering into intimate relations with the most powerful Continental Empire. We need land, free roads into the ocean, and for the spirit and language and wares and trade of Germany we need the same values that are accorded such goods anywhere else.

"Only four persons not residents of Essen knew about the new mortar which the firm of Friedrich Krupp manufactured at its own expense and which later, because its shell rapidly smashed the strongest fortifications of reenforced concrete, our military authorities promptly acquired. Must we be ashamed of this instrument of destruction and take from the lips of the 'cultured world' the wry reproach that from 'Faust' and the Ninth Symphony we have sunk our national pride to the 42-centimeter guns? No! Only firm will and determination to achieve, that is to say, German power, distinguishes the host of warriors now embattled on the five huge fields of blood from the race of the poets and thinkers. Their brains, too, yearn back, throbbing for the realm of the muses. Before the remains of the Netherlands Gothic, before the wonders of Flemish painting, their eyes light up in pious adoration. . . . Out of all the trenches joyous cheers of thanks rise for the fearless music-master who, amid the raging fire, through horns and trumpets, wrapt in earth-colored gray, leads his band in blowing marches and battle-songs and songs of dancing into the ears of the Frenchmen, harkening with pleasure.

"Not only for the territories that are to feed their children and grandchildren is this warrior host battling, but also for the conquering triumph of the German genius, for the forces of sentiment that rise from Goethe and Beethoven and Bismarck and Schiller and Kant and Kleist, working on throughout time and eternity."

It is not a land-thirst that impels the Germans, so this writer points out. Neither France nor Russia could vacate for them any stretch "useful in the real sense of the word." To desire such would be courting unworthy ideals:

"No! To hoist the storm-flag of the Empire on the narrow channel that opens and locks the road into the ocean. I could imagine Germany's war-lord, if, after Ostend, Calais too is captured, sending the armies and fleets back home from the east and from the west, and quietly saying to our enemies:

"'You now have felt what Germany's strength and determination can do, and hereafter you will probably weigh the matter well before you venture to attack us. Of you Germany demands nothing further. Not even reimbursement for its expenses in this war—for those it is reimbursed by the wholesome terror which it evoked all around in the autumn battles. Do you want anything of us? We shall never refuse a challenge to a quarrel. We shall remain in the Belgian netherland, to which we shall add the thin strip of coast up to the rear of Calais (you Frenchmen have enough better harbors, anyway); we terminate, of our own accord, this war which, now that we have safeguarded our honor, can bring us no other gains; we now return to the joy of fruitful work, and will grasp the sword again only if you attempt to crowd us out of that which we have won with our blood. Of a solemn peace conference, with haggling over terms, parchment, and seal, we have no need. The prisoners are to be freed. You can keep your fortresses if they do not seem to you to be worthless, if the rebuilding of them still seems worth while to you. To-morrow is again a common day.'"

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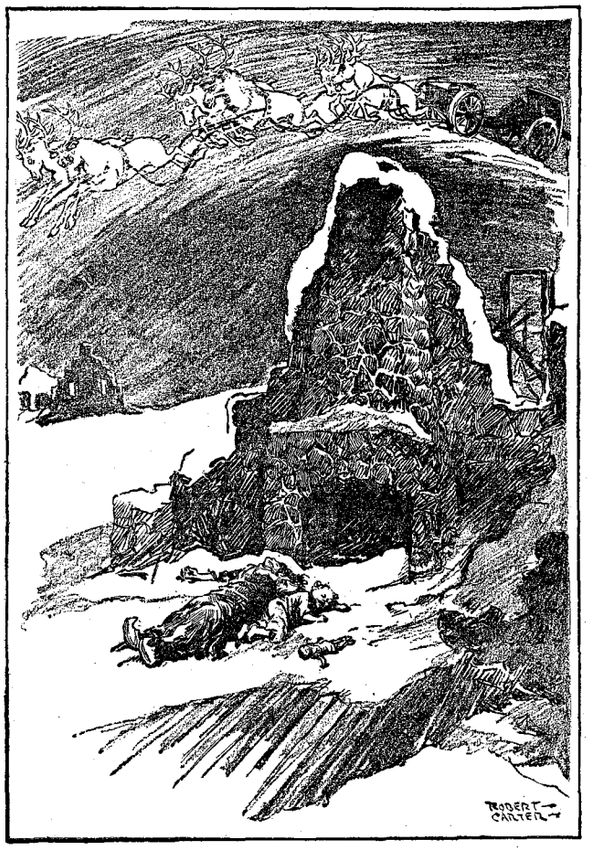
RELIGION-AND-SOCIAL-SERVICE

AMERICA ALONE CAN SAVE

SIR GILBERT PARKER reports to America, at the request of the American Committee for the Relief of Belgium, upon the conditions he observed as near the frontier as a British subject was permitted to approach. He says he knew beforehand what most of us know who read the daily papers, but the repetition of words results in blunted effects. For even



A BELGIAN SANTA CLAUS.
—Carter in the New York *Evening Sun*.

to one whose trade is the manipulation of words, the horror of what he saw, he declares, almost paralyzes expression. At Maastricht he met Belgian municipal authorities who said they had food only for a fortnight longer. But the food they had was not meat or vegetables. It was "one-third of a soldier's rations of bread for each person per day." On the day of his writing, December 5, Liége, which stemmed the tide of invasion long enough to save France and Paris, had "food for only three days." These cities hold out their hands for bread and salt. "They do not ask for meat; they can not get it. They have no fires for cooking, and they do not beg for petrol. Money is of little use to them, because there is no food to be bought with money." He proceeds:

"Belgium under ordinary circumstances imports five-sixths of the food she eats. The ordinary channels of sale and purchase are closed. They can not buy and sell if they would. Representatives of Belgian communities told me at Maastricht yesterday that the crops were taken from their fields—the wheat and potatoes—and were sent into Germany.

"There is no work. The factories are closed, because they have not raw material, coal, or petrol, because they have no markets.

"And yet war-taxes are falling with hideous pressure upon a people whose hands are empty, whose workshops are closed, whose fields are idle, whose cattle have been taken or compulsorily purchased without value received.

"In Belgium itself the misery of the populace is greater than the misery of the Belgian fugitives in other countries, such as Holland, where there have come since the fall of Liége one and a half million of fugitives. To gage what that misery in Belgium is, think of what even the fugitives suffer. I have seen in a room without fire, the walls damp, the floor without covering, not even straw, a family of nine women and eight children, one on an improvised bunk seriously ill. Their home in Belgium was leveled with the ground, the father killed in battle.

"Their food is coffee and bread for breakfast, potatoes for dinner, with salt—and in having the salt they were lucky—bread and coffee for supper. Insufficiently clothed, there by the North Sea, they watched the bleak hours pass, with nothing to do except cling together in a vain attempt to keep warm.

"Multiply this case by hundreds of thousands, and you will have some hint of the people's sufferings.

"In a lighter on the River Maas at Rotterdam, without windows, without doors, with only an open hatchway from which a ladder descends, several hundred fugitives spend their nights and the best parts of their days in the iron hold, forever covered with moisture, leaky when rain comes, with the floor never dry, and pervasive with a perpetual smell like the smell of a cave which never gets the light of day. Here men, women, and children were huddled together in a promiscuous communion of misery, made infinitely more pathetic and heartrending because none complained.

"At Rosendaal, at Scheveningen, Eysden, and Flushing, at a dozen other places, these ghastly things are repeated in one form or another. Holland has sheltered hundreds of thousands, but she could not in a moment organize even adequate shelter, much less comforts.

"In Bergen-op-Zoom, where I write these words, there have come since the fall of Antwerp 300,000 hungry marchers, with no resources except what they carry with them. This little town of 15,000 people did its best to meet the terrible pressure, and its citizens went without bread themselves to feed the refugees. How can a small municipality suddenly deal with so vast a catastrophe? Yet slowly some sort of order was organized out of chaos, and when the Government was able to establish refugee camps through the military the worst conditions were moderated, and now, in tents and in vans on a fortunately situated piece of land, over 3,000 people live, so far as comforts are concerned, like Kaffirs in karoo or aborigines in a camp in the back blocks of Australia. The tents are crammed with people, and life is reduced to its barest elements. Straw, boards, and a few blankets, and dishes for rations—that constitutes the *ménage*.

"Children are born in the hugger-mugger of such conditions, but the good Holland citizens see that the children are cared for and that the babies have milk. Devoted priests teach the children, and the value of military organization illuminates the whole panoply of misery. Yet the best of the refugee camps would seem to American citizens like the dark and dreadful life of an underworld, in which is neither work, purpose, nor opportunity. It is a sight repugnant to civilization."

The most heartrending thing this novelist reports having seen is "the patience of every Belgian whatever his state." "No man, no woman railed or declaimed against the horror of their situation. The pathos of lonely, staring, apathetic endurance is tragic beyond words." Further:

"None begs, none asks for money, and yet on the faces of these frontier refugees I saw stark hunger, the weakness come of long weeks of famine. One man, one fortunate man from Verviers, told me he could purchase as much as two shillings and eightpence worth of food for himself, his wife, and child for a week.

"Think of it, American citizens! Sixty-six cents' worth of food for a man, his wife, and child for a whole week, if he were permitted to purchase that much! Sixty-six cents! That is

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what an average American citizen pays for his dinner in his own home. He can not get breakfast, he can only get half a breakfast, for that at the Waldorf or the Plaza in New York.

"This man was only allowed to purchase that much food if he could, because if he purchased more he would be taking from some one else, and they were living on rations for the week which would represent the food of an ordinary man for a day. A rich man can have no more than a poor man. It is a democracy of famine.

"There is enough food wasted in the average American household in one day to keep a Belgian for a fortnight in health and strength. They want in Belgium 300,000 tons of food a month. That is their normal requirement. The American Relief Committee is asking for 8,000 tons a month, one-quarter of the normal requirements, one-half of a soldier's rations for each Belgian. The American Committee needs $5,000,000 a month until next harvest. It is a huge sum, but it must be forthcoming.

"Of all the great Powers of the world the United States is the only one not at war or in peril of war. Of all the foremost nations of the world the United States is the only one that can save Belgium from starvation if she will. She was the only nation that Germany would allow a foothold for humanity's and for Christ's sake in Belgium. Such an opportunity, such responsibility, no nation ever had before in the history of the world. Spain and Italy join with her, but the initiative and resources and organization are hers.

"Around Belgium is a ring of steel. Within that ring of steel are a disappearing and forever disappearing population. Towns, like Dendermonde, that were of 10,000 people, have now 4,000, and in Dendermonde 1,200 houses have fallen under the iron and fire of war. Into that vast graveyard and camp of the desolate only the United States enters with an adequate and responsible organization upon the mission of humanity.

"No such opportunity was ever given to a people, no such test ever came to a Christian people in all the records of time. Will the American nation rise to the chance given to it to prove that its civilization is a real thing and that its acts measure up with its inherent and profest Christianity?

"I am a profound believer in the great-heartedness of the United States, and there is not an American of German origin who ought not gladly and freely to give to the relief of people who, unless the world feeds them, must be the remnant of a nation, and the world in this case is the United States. She can give most.

"The price of one good meal a week for a family in an American home will keep a Belgian alive for a fortnight.

"Probably the United States has 18,000,000 homes. How many of them will deny themselves a meal for martyred Belgium? The mass of the American people do not need to deny themselves anything to give to Belgium. The whole standard of living on the American continent, in the United States and Canada, is so much higher than the European standard that if they lowered the scale by one-tenth just for one six months the Belgian problem would be solved.

"I say to the American people that they can not conceive what this strain upon the populations of Europe is at this moment, and, in the cruel grip of winter, hundreds of thousands will agonize till death or relief comes. In Australia in drought times vast flocks of sheep go traveling with shepherds looking for food and water, and no flock ever comes back as it went forth. Not in flocks guided by shepherds, but lonely, hopeless units, the Belgian people take flight, looking for food and shelter, or remain paralyzed by the tragedy fallen upon them in their own land.

"Their sufferings are majestic in simple heroism and uncomplaining endurance. So majestic in proportion ought the relief to be. The Belgian people are wards of the world. In the circumstances the Belgian people are special wards of the one great country that is secure in its peace and that by its natural instincts of human sympathy and love of freedom is best suited to do the work that should be done for Belgium. If every millionaire would give a million, if every man with $100 a month would give $10, the American Committee for the Relief of Belgium, with its splendid organization, its unrivaled efficiency, through which flows a tide of human sympathy, would be able to report at the end of the war that a small nation in misfortune had been saved from famine and despair by a great people far away, who had responded to the call, 'Come over and help us.'"

FRANCE'S SPIRITUAL REVIVAL

SERMONS are not confined to churches and pulpits in these days of stress. Some that are effective for faith are being preached outside the Church's boundaries, and Mr. Lloyd-George has supplied a text both for his own and for others' exhortation. "It is not what happens to you in life that matters—it's the way in which you face it." Mr. Vance Thompson applies this text to the state of France, developed during its hours of crisis, and shows a regenerated nation. "France has found unity," he declares, "and has learned—in the darkness—to call upon God." These, he points out in the New York *Evening Sun*, are "two new things." And "in them there is a hint of what the new Europe may be." He speaks especially of France, because we know more about her. "What is happening in Germany and Austria and Turkey few of us know, but as men do not differ much world-over (that is the chief thing one learns from travel) one may take it for granted they are facing the war with high courage and exultation. . . . I have no doubt momentous things are happening in Germany and Austria; that the people, notably, are learning lessons that will change the entire national structure—when the fighting is done and the day of reckoning comes for the rulers." What is happening in France and England he lays claim to knowing:

THERE WILL BE A—CHRISTMAS IN EUROPE, TOO.
—Cesare in the New York *Sun*.

"Extraordinary things—things that had seemed impossible to the wildest prophet or dream-reader last July. There is no exaggeration (for I have no need of it) in saying that a new France has been born—as in war-pains unspeakable. For fifteen years France has been in the hands of the politicians whereof you know.

"When you looked out your window what you saw was moral, political, social anarchy.

"Came the war.

"France had done brave things in every sphere of human activity. Her musicians were in the front of all nations; she was at the head of science and scholarship; from painting to flying she led; but it seemed that her high spiritual destiny was

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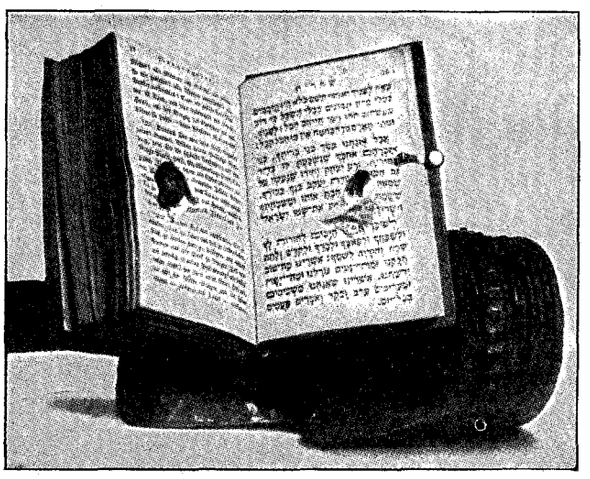
to end in the gutter and the mud, and that her political destiny was to die in the appetites and greeds of the politicians.

"In a day—in an hour—war knit together the old energies of the race. (And it was a strange thing to see laughter die in France. After the first horror of unexpectedness was conquered, the faces of men and women were wiped clean of fear and, also, of laughter—as soap-suds is wiped from a plate. It was strange to see the new faces—grave and steady, awed but courageous. Faces of Gaulish men and women.)

"The old energy came back; and the old unity. Priest and Socialist, cleric and *révolutionnaire*, were merely Frenchmen. And the old high idealism came back. It was a strange thing—unfamiliar and uncomfortable—to the middle-aged generation.

"Some day the history of the war will give a page to that strange scene when Paris—the shrill, derisive Paris you know—swarmed and jammed its way into Notre Dame. And they filled the vast cathedral, from wall to wall. They hung like bunches of grapes on the ancient pillars. And outside the parvis and the square were black with humanity—kneeling. Streets to right and left were filled, and the bridge and the quays; and all who could kneel knelt; and they sang the ancient canticles, and the old Archbishop came out and blest them.

"That was as miraculous a thing as has happened in the twentieth century—Paris on its knees, praying."



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A PRAYER-BOOK AS A SHIELD.

This Jewish prayer-book stopt the shrapnel shot that might have killed the Schleswig officer of the *Landwehr* carrying it.

In July you would have said this was an impossible thing, observes Mr. Thompson. "It was as tho there had come back to France the old fierce spirit of faith that sent the Crusaders over sea and desert, crying their *Dieu le veult.*" Further:

"No matter what happens to France, she is facing things in a new way—to use the Welshman's thought once more.

"If this war were merely a dirty squabble of greeds—trade-grabbers jostling for places in the sun—there would be small hope for civilization. But the men who have watched it—as I have—coming slowly to an issue, since 1907, know it is the inevitable struggle between the old forces of democracy and armed aristocracy. And it is already bearing fruit in all the nations. I know more about that in England and France, but I am sure it is true of the others. Humanity is knit pretty close in these days. . . . . .

"In the first anger and surprize of war lots of foolish, bad things were said and written in England, as elsewhere. What you hear now is different—and what you read. I think Lloyd-George voiced it first; and his words are worth knowing. He said the nations were 'shedding themselves of selfishness,' and making a new Europe—a new world. That view is worth while. And the newspapers are dropping the tone of brag and anathema. The London *Times* in a fine way denounces those who exult over the enemy—or envy them. This article in *The Times*—and if you know that essentially English newspaper you will agree with me—shows definitely how new and splendid an ideal has risen up in the public mind of England. A new ideal has risen where there were sloth, obscurity, and fatted insolence.' You can see it in this: 'The comparison we have to make is with our own ideal, not with other existing men or nations. It does not matter whether we are inferior or superior to them in any respect; it matters only whether we are doing our best to reach our own ideal. In that effort men and nations alike would neither hate themselves nor others, but only forget themselves and all comparisons with others; and when comparisons were forced upon them by the struggle for life they would not suffer them to trouble the peace of their souls with pride or hate or envy. So a nation would be able to make even war without hate. We hope and believe we are making war so; but we must be on our guard lest we think of victory as a heaven beyond which we need not aspire. Victory is glorious in proportion to the value of the cause that triumphs in it.'"

OF HATREDS

WORSE THAN WAR is the extreme race hatred that sometimes permeates and possesses the souls of warring peoples. So *The Congregationalist* (Boston) regrets to find evidence that a mutual recognition of one another's good qualities that once characterized a large portion of the citizenship of the belligerent nations "is rather breaking down under the strain of continued anxiety and losses." And in the mind of the editor of *The Catholic Standard and Times* (Philadelphia), amazement is joined with regret, for "when a German newspaper of to-day calls upon the people of England's mother country—as Germany may not altogether erroneously be described—to vow eternal hatred to England, the world gazes at a spectacle unparalleled in ethnic history." In neutral America we wish to think equally well of all the peoples now at war. Hence *The Congregationalist* believes it a mistake "when American public opinion is appealed to by partizans of either side in the present war by contemptuous depreciation of manhood in their enemies." And it remarks:

"We have the highest respect for the good qualities of Germans, Japanese, and British, drawing no distinction among them excepting such as is compelled by their ideals and behavior. The too-familiar and regrettable characterization by some Germans of their Japanese enemies as 'yellow apes' strikes us as an impeachment both of the German sense of humor and of proportion. If Germany had not despised so large a proportion of the world's population in Europe and Asia, she would not now be at war, nor have alienated so large a proportion of neutral public opinion. . . . We have difficult questions of adjustment to settle with Japan, questions involving national feeling and the practical rights of Japanese in America and of Americans in Japan; but the best opinion of America more and more is determined that they shall be settled without calling in race hatred or contempt.

"The hatred of the Belgians for their conquerors is one of the most sinister and portentous facts of the hour. A correspondent of the New York *Times* relates the words of a Belgian officer convalescing in England. 'His one idea was to get back "to kill, to kill the Germans," and his greatest wish was to "see the palace at Potsdam in flames." His eyes simply glittered, and he looked more like a savage beast than an educated and cultivated officer.' Time brings some mitigation of these national hates, but, whether Belgium is incorporated with the German Empire or set free, it will take more than a generation to extinguish the Belgian hate.

"We regret to note some signs that public feeling in Great Britain is becoming embittered, not only toward German militarism, but also toward Germans as Germans. In the first stages of the war there were few traces of such contempt and hatred in the British newspapers. . . . . .

"A nation may fight a defensive war or a war for the succor of the weak, such as the British believe they are now fighting, and not sacrifice the justice and dignity which become Christians. England and Germany and France have got to live together peaceably in a future which we hope may not be long delayed."

These manifestations of hate seem to the editor of *The Catholic Standard and Times* only some of "war's false hatreds." For he does not believe, despite Ernst Lissauer's "Chant of Hate Against England," and other similar utterances to the contrary, "that the great mass of the German people entertain such unlovely sentiments toward the people who are so largely of their own blood and bone as the Anglo-Saxons."

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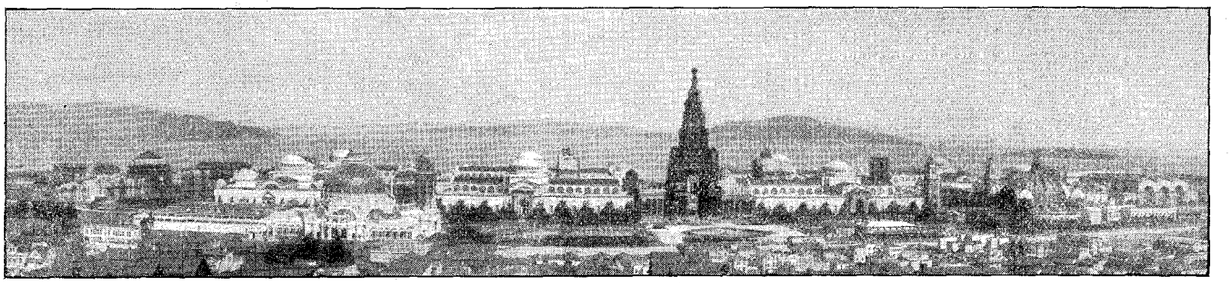
THE MIDWINTER TRAVELER



PANORAMIC VIEW OF THE PANAMA-PACIFIC EXPOSITION, BORDERING THE MOUNTAIN-WALLED BAY OF SAN FRANCISCO.

AN OPPORTUNE TIME TO DISCOVER AMERICA

NINETEEN HUNDRED FIFTEEN bids fair to become famed as the year when a good many Americans discovered America. Several things are going to tend toward that end. For instance, there is the great war, which, to say the least, is going to do nothing to increase the tide of traffic from New York, Boston, and other ports to northern Europe; and for two other instances—there are the two great expositions out upon the Pacific coast which are just about to open their doors for what is to be practically the entire twelve months of 1915. As to the European traffic, an editorial from a recent issue of the New York *Times* is informing. It shows that the war has established a moratorium in immigration as well as in finance. Figures taken in early November showed that there were 15,223 fewer first-class passengers west-bound and 16,557 fewer east-bound than up to the same time in 1913. And this was despite the fact that the great proportion of those Americans who count upon an annual trip to the Continent were already there, trapt at the very unexpected outbreak of the war.

As to the expositions, if they only accomplish the Herculean feat of getting the people of the much-peopled Eastern States to plan and make the trek all the way across the United States, they will be worth every cent that they have cost. That object was probably in the minds of the men who builded them. As practical incentives to the much-heralded campaign of "Seeing America First," they are factors hardly to be underrated. But, as a matter of fact, they are so much more than this that this excuse for their existence is rather apt to be overlooked.

TWO MILE-STONES OF NATIONAL PROGRESS

On the very day that the fatal shot was fired that ended his life, President William McKinley at the Pan-American Exposition at Buffalo pronounced expositions as "mile-stones of progress." That epigram became classic. Every great "world's fair" held in the United States has been, in truth, a mile-stone of its progress. The great fair which is to open at San Francisco on the 20th of February, as well as its slightly smaller brother which opens at San Diego on New-year's day and continues throughout the year, shows the progress of America up to the beginning of the year of grace 1915. There will be some showing of the progress of other nations as well, but you may be quite sure that there will be no showing of the development of the engines of destruction that just now are wreaking such havoc on the far side of the Atlantic.

All the progress evidenced at San Francisco—to take up the Panama-Pacific Exposition first—is not to be within the exhibit buildings, large and small. The architecture of the buildings themselves is to be a record of development in a land which has tried nearly every sort of architectural fad or whim and seems at last to be settling down to a dignified building-plan of its own. If you do not believe that, stop off at almost any one of the many enterprising cities between the East Coast and the West and see what it has done within the past ten years in public buildings and in private—in churches, hotels, theaters; most particularly of all, in the designing and decoration of homes.

The Panama-Pacific Exposition is a reflection of this development. In the ingenious use of color on its giant buildings, the delicate tintings of their side walls, and the flamboyant but entirely harmonious colorings of their roofs, domes, and minarets, it represents the answers of the American architect and decorator to those folk from across the sea who laughed in scorn at the construction efforts of the Centennial Exposition. But it is nearly forty years since that memorably hot summer at Philadelphia. Those forty years have needed several mile-stones to record the progress of our land.

Architecturally, as well as in the placing of its group of buildings, the Panama-California Exposition at San Diego is radically different from the San Francisco show. While the buildings of the San Francisco fair are almost washed by the waters of the Golden Gate, the concrete "palaces" of San Diego crown a gentle

(*Continued on page* 1250)

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A GLIMPSE OF TYPICAL ARCHITECTURE EMBODIED IN THE SAN DIEGO PANAMA-CALIFORNIA EXPOSITION, AS VIEWED FROM THE PRADO.

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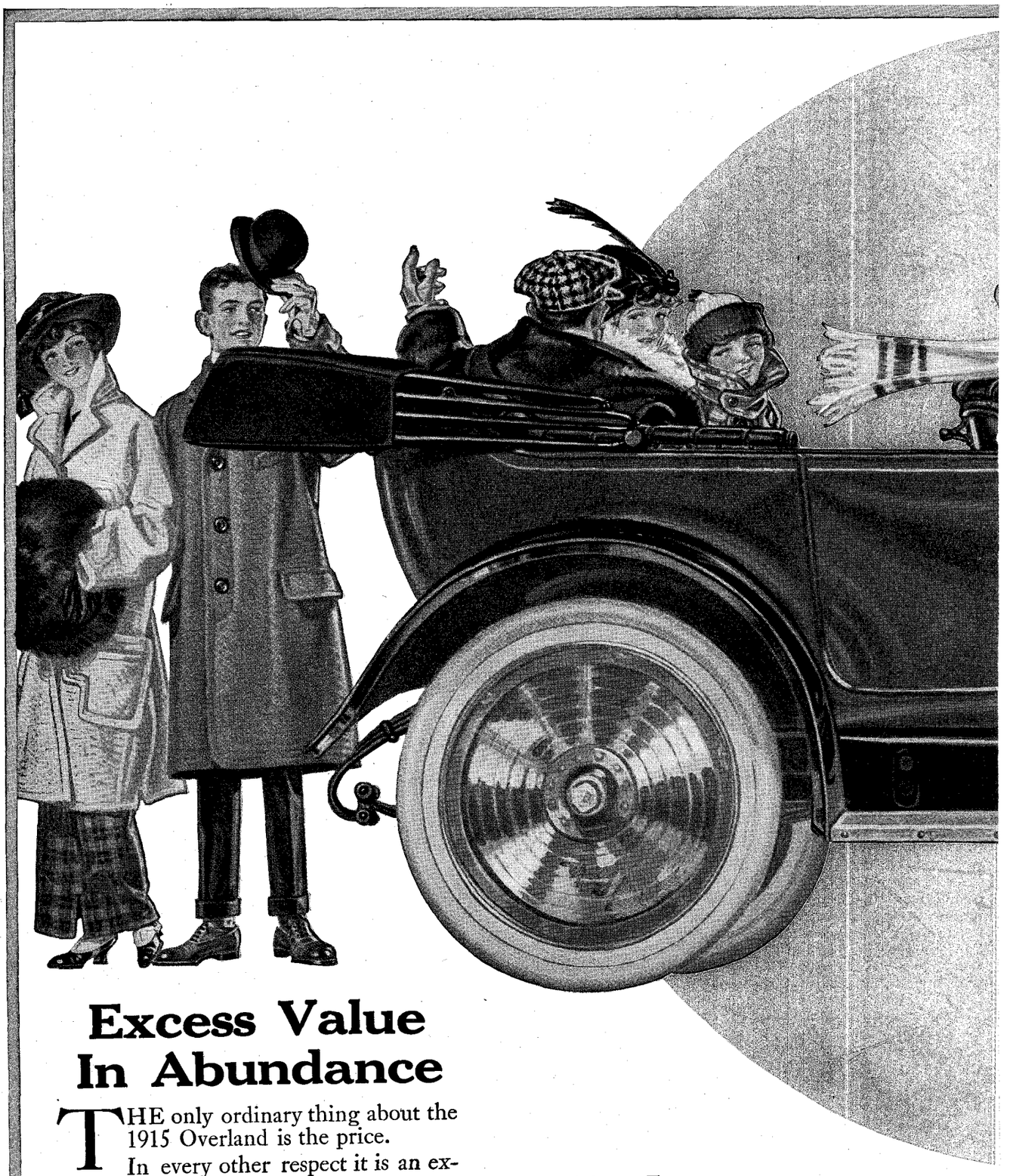

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THE only ordinary thing about the 1915 Overland is the price.

In every other respect it is an extraordinary value.

The stream-line body design has exceptional and exclusive beauty and grace.

The tonneau is spacious and has more than ordinary comfort.

The car rides with almost complete freedom from shocks and jolts. The new rear springs are responsible for this. They are underslung, very long, and have swivel axle supports of a new design.

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Overland Model 80 T	$1075
Overland Model 81 T	850
Overland Model 80 R	1050
Overland Model 81 R	795
Overland Six—Model 82	1475
Overland Model 80 Coupé	1600

All prices f. o. b. Toledo, Ohio

Brief Spec

Motor 35 h. p.
Windshield; rain-vision, ventilating type, built-in
Electric starter
Electric lights
All electric switches on steering column
High-tension magneto

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Overland Model 81 T	1135
Overland Model 80 R	1390
Overland Model 81 R	1065
Overland Six—Model 82	1975
Overland Model 80 Coupé	2150

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Such large tires, 34"x 4", are unusual on a car at this price.

See how convenient are the electric control buttons. The switches are on the steering column—right where you want them.

The highest priced cars all have high tension magneto ignition. So has the Overland. Many cars have only the cheaper and ordinary battery system.

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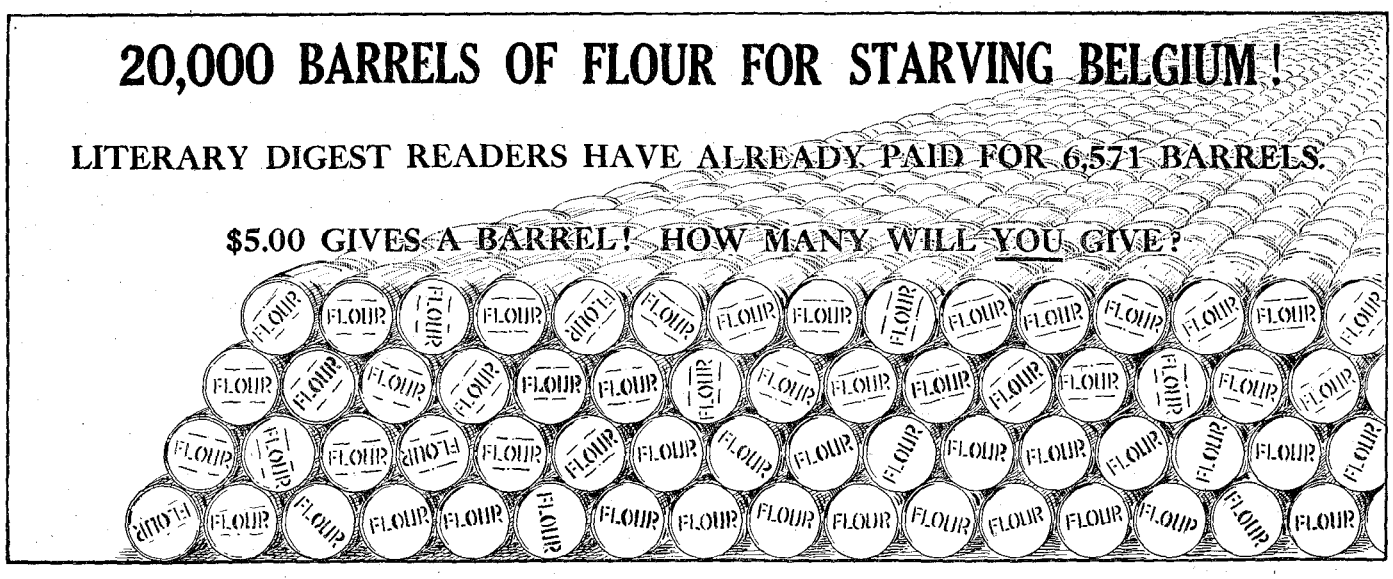
20,000 BARRELS OF FLOUR FOR STARVING BELGIUM!
LITERARY DIGEST READERS HAVE ALREADY PAID FOR 6,571 BARRELS.
$5.00 GIVES A BARREL! HOW MANY WILL YOU GIVE?
FLOUR

MUNIFICENT RESPONSE

THE LIBERALITY OF DIGEST READERS is munificently demonstrated. Their contributions to the Belgium Flour Fund reached over 6,500 barrels up to and including December 9, beyond which date acknowledgments for this number of THE LITERARY DIGEST could not extend.

High ideals, generous natures, a noble philanthropy, characterize the letters that have come to us from the many hundreds of givers to this Fund. Business men and corporations, teachers and preachers, women's clubs and other organizations, homes and schools and churches, Sunday-schools, public schools, and children, are all represented by messages of the finest spirit and of lively gratitude for the opportunity this Fund affords.

Scores of striking and impressive extracts have been made from these, for which no space is at command. The following must suffice: Enclosing remittance to the amount of $105 from the Church of the Advent, Boston, its Rector, Rev. Wm. H. Van Allen, S.T.D., writes: "This is only a first instalment, and I hope to send successive gifts in the future. The idea is most excellent, and altho we are giving regularly to the Belgian Relief Fund in Boston, I am glad to add this to our list."

SURE DISTRIBUTION—SORE NEED

AMPLE ASSURANCES have been received from American representatives in Belgium that contributions for the needy Belgians will surely reach them, without military interference and without any levies thereon. It is even stated, from an authoritative source, that by the distributing methods instituted all donations will be increased 50 per cent. in effect.

A dispatch from Rotterdam on the 6th inst. gave this statement of a Belgian committeeman: "For the last fortnight we all have been living on American food, and it saved us from starvation. . . . Rich and poor alike receive the same amount. Our supply of bread is running out already. We are mixing a considerable per cent. of potato flour with the wheat, and by this means we can last another three or four days, by which time we are praying more American wheat will arrive. . . . In offering our heartfelt thanks to the American people, we pray them to allow their generosity to continue, for without them we should have starved, and without them we must starve."

Mr. James W. Gerard, American Ambassador to Berlin, has cabled that the German Government is entirely in sympathy with America's laudable work of Belgian relief, thus repeating the assurance of Minister Whitlock which we quoted last week.

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CURRENT POETRY

DURING the year now drawing to a close, many hitherto unpublished poems by great writers have been discovered. In these columns were reprinted several by John Keats and one by Elizabeth Barrett Browning. *The Yale Review* contains a sonnet by Robert Browning which was recently found among some papers of the late Mr. George Smith, of London.

The sonnet was not this great poet's favorite form of expression; his talent was not especially suited to its strict limitations. But these lines, lacking as they are in grace and smoothness, have their author's characteristic strength. Only Browning could have written the majestic final sentence.

THE "MOSES" OF MICHELANGELO

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BY ROBERT BROWNING

And who is He that, sculptured in huge stone,
  Sitteth a giant, where no works arrive
  Of straining Art, and hath so prompt and live
The lips, I listen to their very tone?
Moses is He—Ay, that, makes clearly known
  The chin's thick boast, and brow's prerogative
  Of double ray: so did the mountain give
Back to the world that visage, God was grown
Great part of! Such was he when he suspended
  Round him the sounding and vast waters; such
  When he shut sea on sea o'er Mizraïm.
And ye, his hordes, a vile calf raised, and bended
  The knee? This Image had ye raised, not much
  Had been your error in adoring Him.

Here is a war-poem which can offend no one, whatever his sympathies may be; a stirring song in praise of valorous men. It appeared in the New York *Times*.

THE MEN OF THE "EMDEN"

BY THOMAS R. YBARRA

What matter if you
  Be stanch and true
To the British blood in the veins of you,
  When it's "hip hurrah!" for a deed well done,
  For a fight well fought and a race well run—
    What matter if you be true?
    Hats off to the *Emden's* crew.

Theirs was the life of the storm-god's folk,
  Uncounted miles from the Fatherland,
With a foe beneath every wisp of smoke,
  And a menace in every strip of strand.
Up, glasses! Paul Jones was but one of these,
  Hull, Bainbridge, Decatur, their brothers, too!
    (Ha! those pirate nights
      In a ring of foes,
    When you douse your lights
      And drive home your blows!)
        Hats off to the *Emden's* crew!

Erect on the wave-washed decks stood they
  And heard with a viking's grim delight
The whir of the wings of death by day
  And the voice of death in their dreams by night!
Under the sweep of the wings of death,
By the blazing gun, in the tempest's breath,
  While a world of enemies strove and fumed,
  Remote, unaided, undaunted, doomed,
They stood—is there any, friend or foe,
  Who will choke a cheer?—who can still but scoff?
No, no, by the gods of valor, no!
  To the *Emden's* crew—
    Hats off!

The war is great, but not so great as Christmas. And already the light of an unfading Star begins to pierce through the angry clouds of smoke. Here is a Christmas poem which we take from the December issue of *Harper's Magazine*. There is beauty in it, and the true spirit of devotion.

THE GLORY OF THE GRASS

BY CLAIRE WALLACE FLYNN

"And she brought forth her first-born son, and wrapt him in swaddling clothes and laid him in a manger. . . . . ." Luke ii, 7.

In what far, green Judæan field
Did those upgrowing grasses yield
Their promises of gentle strength
When they should cradle Him at length?

What secret grace did earth produce,
That made those grasses for his use?
What glory from the sun they drew,
And what of pity from the dew?

What lad with sudden singing heart,
From all the other lads apart,
Cut them and bound them in the sun
And went his way—his work all done?

What tender girl, dark-haired and brown,
Carried the sheaves into the town;
Nor felt the weight of all that load
Along the narrow, hilly road?

And then the night, when Mary's face
Grew pallid in that lowly place,
Who filled the manger, made the bed,
Where only dumb beasts long had fed?

The humblest thing that grows on earth—
You gave Him comfort at his birth,
And kept Him warm, and made a nest
Wherein His tiny limbs might rest!

Still with strange blindness have we trod
Among the common fields of God,
Seeing but dimly as we pass
The ancient glory of the grass!

Mr. John Masefield is at his best when he sings of the sea. One of his "Salt-Water Ballads" is worth a dozen poems like "The Widow in the Bye Street." To *Harper's Magazine* he contributes these sonorous and picturesque lines. Only a poet who really has "gone down to the sea in ships" could write of them so intimately and convincingly.

SHIPS

BY JOHN MASEFIELD

THE ORE

Before Man's laboring wisdom gave me birth
  I had not even seen the light of day;
Down in the central darkness of the earth
  Crusht by the weight of continents I lay,
Ground by the weight to heat, not knowing then
The air, the light, the noise, the world of men.

THE TREES

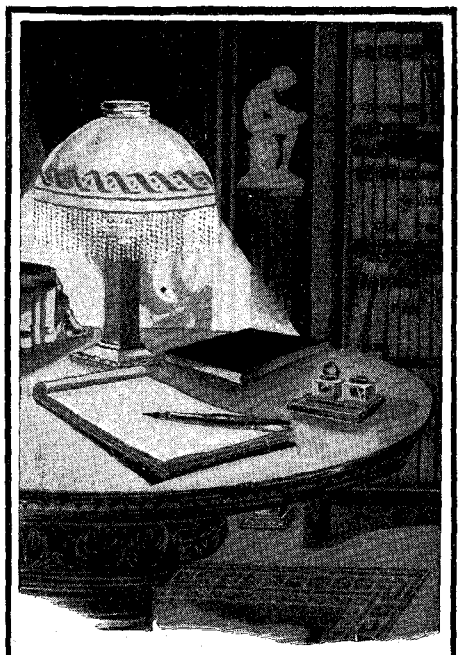
We grew on mountains where the glaciers cry,
  Infinite somber armies of us stood
Below the snow-peaks which defy the sky;
  A song like the gods moaning filled our wood;
We knew no men—our life was to stand stanch,
Singing our song, against the avalanche.

THE HEMP AND FLAX

We were a million grasses on the hill,
  A million herbs which bowed as the wind blew,
Trembling in every fiber, never still;
  Out of the summer earth sweet life we drew.
Little blue-flowered grasses up the glen,
Glad of the sun, what did we know of men?

THE WORKERS

We tore the iron from the mountain's hold,
  By blasting fires we smithied it to steel;
Out of the shapeless stone we learned to mold
  The sweeping bow, the rectilinear keel;
We hewed the pine to plank, we split the fir,
We pulled the myriad flax to fashion her.



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Out of a million lives our knowledge came,
A million subtle craftsmen forged the means;
Steam was our handmaid and our servant flame,
Water our strength—all bowed to our machines.
Out of the rock, the tree, the springing herb
We built this wandering beauty so superb.

THE SAILORS

We, who were born on earth and live by air,
Make this thing pass across the fatal floor,
The speechless sea; alone we commune there
Jesting with death, that ever-open door.
Sun, moon, and stars are signs by which we drive
This wind-blown iron like a thing alive.

THE SHIP

I march across great waters like a queen,
I whom so many wisdoms helped to make;
Over the uncruddled billows of seas green
I blanch the bubbled highway of my wake.
By me my wandering tenants clasp the hands
And know the thoughts of men in other lands.

Always there was charm in Corinne Roosevelt Robinson's verse, but charm alone never insured a poem's place in literature. Recently, her work has gained noticeably in sincerity and power. Her latest book, "One Woman to Another, and Other Poems" (Charles Scribner's Sons), contains poems that are characteristically graceful, but also genuinely passionate. It is the poet's deep sincerity, not merely her deftness, that makes this poem so strong in its appeal.

HOSTAGE

BY CORINNE ROOSEVELT ROBINSON

Life, wilt thou wait awhile
And let me smile?
Before the stress and turmoil have begun,
Grant me one hour,
One hour of golden dalliance in the sun,
The fair, sole dower
To hold forever close against my breast,
And so forever rest
In happy knowledge that joy has been mine,
That in my veins like wine
Has run the glamour of the sunlight's glow;
That winds so soft and low
Have brought me fragrance of the distant brine,
Or honey-sweet amid the spring-touched trees
Have swept the scent of these
Upon my eager senses, till I seem
A part of my own dream,
My dream of youth
And nature's flowering,
Life, let me sing!
Wilt thou not stand aside
Until with all the fair world's gifts allied
I shall have armor of delight to bring
Against the fierce hot sting
Of thine assault when that dread day shall come?
I promise thee, O Life, I shall be dumb,
Nor utter one reproach if only now
I may go forth with gay uplifted brow
And meet my golden hour of happy fate—
Life, wilt thou wait?

I am no coward—when the trumpet calls,
Valiant, my feet shall climb the crumbling walls,
My breast be bared to hail of shot and shell,
But now, while all is well,
Let me hold fast
To this sweet hour that it shall ever last,
A hostage to the future and the fight.
Thus when the darkness comes and clash of arms
And my soul is sick with fierce alarms,
The healing light,
The peace of what has been,
Shall guide me through the din,
And pledge me promise of what is to be;
Thus may I see
My happy hour once more restored to me,
Transfigured, dim, perchance, yet glorified
Altho with death allied!
So be it, then—if now,
Stern Life, if thou
Wilt wait a little while
And let me smile.

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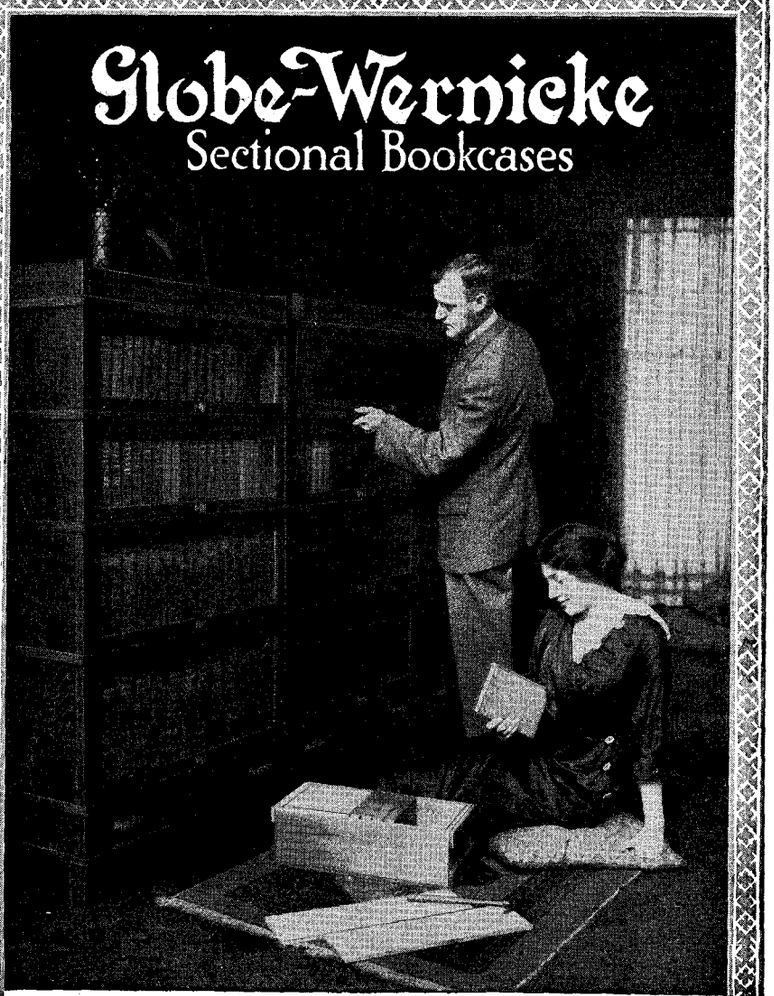

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(With apologies to Clement C. Moore)

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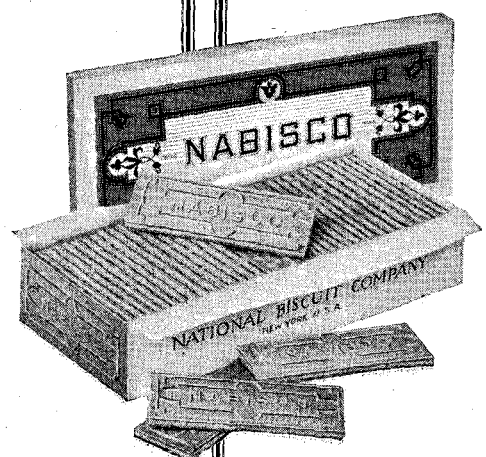

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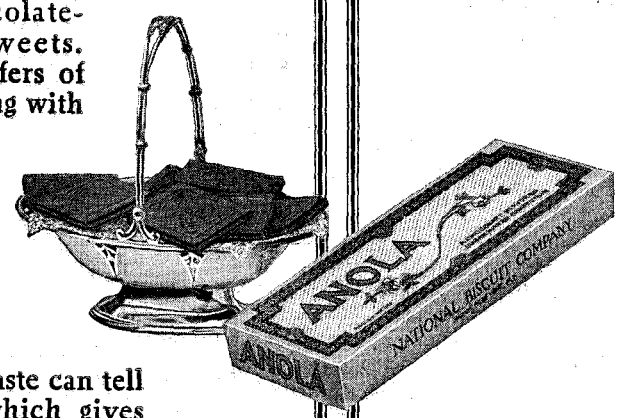

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PERSONAL GLIMPSES

ADOPTING BELGIUM

IT is rarely that an expert at any trade finds himself utterly destitute and an outcast, no matter how badly fortune may treat him. In this fact there is comfort for Belgium in her present straits. Tho the immediate condition of her people is one, for the most part, of utter destitution, yet hope for them persists in the fact that a people so expert as are the Belgian small farmers are bound to be in demand in any country that is attentive to its own welfare. In this country we have not been slow to recognize the opportunity for us. Some mention was made in these columns recently of the plans that are being perfected in Louisiana to secure Belgian immigrants. The New York *Sun* calls our attention to the endeavors of two departments of the Federal Government to arrange for many more for our Western lands. The first step was taken by the Reclamation Service of the Department of the Interior, in its attempt to secure thrifty farm-folk for the newly reclaimed areas west of the Missouri. Inquiry was made of the Department of Labor, where the Bureau of Immigration is administered, with the result that the subject of possible Belgian immigration was looked into. Of the subsequent steps taken we read:

The Department of Labor reported that Belgians were coming in greater numbers than any other class of farmers that were equally desirable. Those refugees who had fled to England and Holland were looking for a chance to make a new start. There was even the shadow of a permanent German domination of their native land, which was anything but pleasing to them. They were looking to America. Many were coming.

The Reclamation Service made a study of these Belgians. It was interested only in those from the farms, but they were in the majority. It found, in the first place, that the Belgian farmer was intelligent and skilful as an intensive cultivator of the soil. The small farms of Belgium are the best worked in the world. Particularly is the Belgian an experienced cultivator of sugar-beets.

Here was exactly the thing for which the Reclamation Service was looking. The European countries that produce the greater part of the beet sugar of the world were at war and their production is practically shut off. The United States saw the great chance of prosperity that awaited those regions over here that are particularly fitted to the production of this crop. Those regions were the irrigated lands of the West. This new reclaimed land grows such sugar-beets as Germany dreams not of. The sugar-beet industry of the West could take care of every Belgian sugar-beet farmer it could get hold of. But this was not all. It was found that another section of Belgium, along the Dutch border, was inhabited by a people given over almost entirely to dairying. Here is another industry that leads to sure prosperity on the reclaimed lands. A

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little farm laid down in alfalfa will furnish food for a dairy herd that will bring sure and abundant returns to the man who knows how to run it.

On these projects a creamery is usually one of the first industries established and so is a market created for the yield of the dairy farms. The climate is so mild in many places that no housing is required. The hay of the alfalfa is an ideal winter food. All that is needed to go into the dairy business is a few cows.

The Reclamation Service wanted to know more about the adaptability of the Belgian to such conditions as existed in the West, and therefore took the matter up with the Belgian Consuls in New York, Philadelphia, and Baltimore. It asked if they thought that the refugees would fit into the American scheme of things.

The Consuls said, in the first place, that certain considerations should be kept in mind in settling these Europeans in the West. It should be remembered that the Belgians were accustomed to living in densely settled communities, closely in contact with their fellows. For generations they had never stirred from one community. They were provincial and unaccustomed even to the manners of fellow citizens who lived a hundred miles away. They stuck very closely to their own kind.

They could probably not tolerate life on the open plains. A Belgian family settled among Americans would be very unhappy. They should be handled in groups and settled close together.

This exactly fitted in with the scheme of the Reclamation Service. Of these irrigated lands ten acres is sufficient for an intensive farmer. With a settler on each ten acres a community becomes almost a continuing village. It makes the sort of community to which the Belgian farmers are accustomed. The Consuls suggested also that it was advisable to establish community centers and that the Belgians were accustomed to a community leader, often the priest. It might be advisable to offer certain inducements to this leader, such as establishing a church and parsonage.

This fitted in with the plan which the Reclamation Service had followed since its inception. It was found that reclaimed lands offered the ideal opportunity for laying down model community centers. On many of the projects towns have been laid out with roads radiating in all directions and with the division of the tract so arranged that the farms all about would fit into the scheme of an ideal community center where everybody got the advantage of village life while engaged in farming.

Schoolhouses, churches, post-office, and stores were grouped about the center of the model village. Its streets were laid out with the idea of ultimate possibilities in mind. The farms, the road scheme of the community, all were so arranged as to make the best possible community when it had grown to its utmost. The Belgians seemed to fit ideally into the reclamation scheme of things.

There are several reasons, in fact, why it would not be possible to settle Belgians on unreclaimed Government land. In the first place, being aliens, they must have taken out their first papers before they can file claims; again, the scrambling method of grabbing up new tracts prevents any

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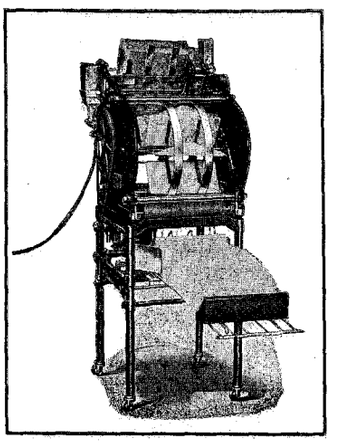

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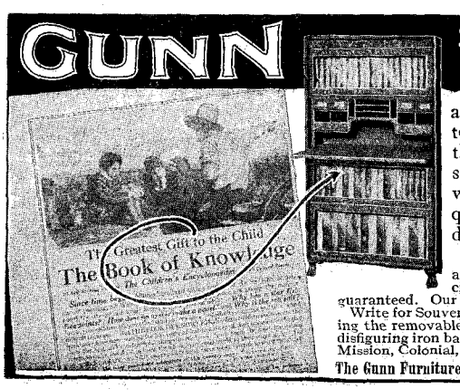

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adequate attempt to group the applicants in the allotment. More important still is the impossibility that would face the new arrival in developing and fertilizing his tract, were he given one in the unimproved regions. How the Reclamation Act obviates these difficulties is explained:

The Reclamation Act provides that water may be furnished to individuals for only given amounts of land, forty or eighty acres in most cases. The idea is to make it impossible for individuals to possess themselves of large tracts. It is the most effective scheme so far for getting the land into the hands of the many instead of the few.

On practically all of the projects there were individuals who held title to large tracts of land before the water was brought on them. As these men can get water for only a small tract, it becomes advisable for them to subdivide and sell their holdings. Such men are looking for opportunities to colonize good farmers on their lands and let them work out their ownership. These men will hire such settlers, paying them wages for the first year to clear up and prepare the land for crops. The second year the hired man may assume title and plant crops on his savings. He may pay for the land out of the crops he subsequently raises.

A man on the Uncompagre project in Colorado had 640 acres, which was much more than he would be allowed water for. He subdivided it into small farms and settled fifty families upon them. These settlers he advised in the right way of farming under the local conditions, as to crops that should be planted, and helped them in their marketing. The settlers turned half of their crops toward paying for their lands.

In three years they had paid for and owned their homes. Also they had converted a barren desert into a garden-spot thickly studded with prosperous homes.

A part of the scheme of the Reclamation Service of placing Belgians on its Western lands lies in gathering information as to where there are privately owned lands that may be improved by such settlers. It is getting in touch with such owners throughout the West. It is working out with these people the methods by which groups of immigrants may be placed on these lands.

Local bankers in various communities are figuring out schemes for financing such groups of settlers. In many of the Western States there are great tracts of land that are owned by the railroads. Many of these roads are anxious to settle their lands with immigrant farmers. They are ready to make many concessions to prospective productive farmers, for they will get freight to haul after they have got their money out of the land.

The beet-growers of the West also offer opportunities to the farmer who knows beet-culture. Such a grower may turn over a forty-acre patch of beets to an immigrant family which contracts to take care of it until it is mature. The family may be paid a flat price for this, something like $25 an acre. It may be advanced the necessaries of life in the meantime. Men, women, and children will work early and late in the fields and accomplish such amounts of toil as the American family can hardly appreciate. When the season is over the

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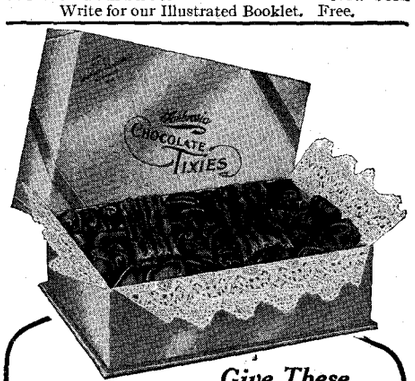

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family has earned $1,000, of which $500 has been saved.

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The *muzhik* is a playful animal apparently. Those who invaded East Prussia and returned to Moscow to tell of their adventures described with enthusiasm the joys of rollicking through a deserted German village, and had many tales of the excellent playthings found in the villagers' homes. How the villagers liked it is not stated. The Philadelphia *Ledger* is responsible for the story:

"Germany is a fine country," said one Cossack. "No comparison with our villages. They have stone houses, brick houses, fine carpets, chairs, and talking-machines. Every house has a phonograph, and we learned to set them going. One day I had just started one when an officer put his head through a window and ordered the music stopt. I didn't know how to stop it, so I just hit it, biff! in the middle, and the wheels flew all over the room.

"They also have fiddles and a big black box with a lid. When you open the lid and bang it it goes 'bir, bir, bo, bo.'"

It was explained to the Cossack that this was a piano. An officer said the streets of all German villages were strewn with books, phonographs, vases, silver plate, and piano keys, but pictures and statues were not touched by the Russian troops. Asked if they had plenty to eat in Germany, another wounded man said:

"Yes, plenty of pigs. We had roast German pork every day. There were thousands of pigs, and we carried them off to camp."

INFANTILE ATROCITIES

Naming babies after great men and events is a practise that no amount of civilization seems able to stamp out. While waiting for the arrival of pink, gurgling, and helpless Przemysl Smith, let us consider past and present offenses, quoted by the Philadelphia *Ledger* from British correspondence:

Scores of babies born during the present war will bear for life names inflicted upon them by parents carried away with patriotism or wishing to keep fresh events in history by the children whose names will recall the events. Among the child insurance registrations recently were: "Alsace Lorraine Jones" and "Louvain Nicholls."

A similar epidemic prevailed during the South-African War. This prompted a song which became popular and a chorus of which went:

"The baby's name was Kitchener, Carrington, Kekewich, Methuen, White,
Cronje, Kruger, Powell, Majuba, Gatacre, Warren, Colenso, Bright,
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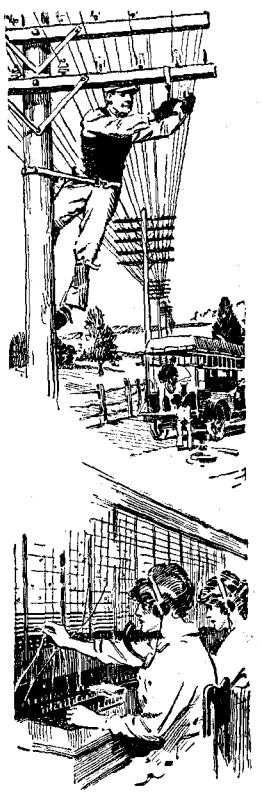

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GEORGE W. JACOBY, M.D.
Based upon Modern Psychology, Medicine and Hygiene

Heretofore there has been no one book which stood out high above others as a standard, scientific, and reliable popular work on the subject of Child Training in its mental, moral, and physical aspects.

Dr. Jacoby, a man of high attainments, has written this book for the teacher, the parent, and the physician. With sound logic, he sets forth the reasons why it is necessary that all three of these cooperate in the child's development.

$1.50 net; by mail $1.62.

FUNK & WAGNALLS COMPANY
354-60 Fourth Ave., New York, N.Y.

CURRENT EVENTS

EUROPEAN WAR

IN THE EAST

December 5.—Reenforced from the West, the Germans gain Lodz, entering the city without great opposition. South and east of the city violent encounters continue.

December 6.—A Russian force numbering 270,000 is before Krakow, the suburbs of which, to the southeast, are reported under bombardment.

December 7.—It is claimed from Petrograd that the German capture of Lodz, which imperils Russian communications with Warsaw, and the advance from Warsaw of large Russian reenforcements, begin a new phase of the Poland campaign.

IN THE WEST

December 3.—Heavy artillery engagements between Altkirch and Damerkirch, in Alsace, are heard at Basel and elsewhere on the Swiss frontier.

December 4.—Hot fighting is reported north of the Lys and in the Argonne region. Reims is again under bombardment.

December 8.—All day heavy artillery firing is kept up from the Channel to the Lys.

December 9.—Germany claims successes north of Arras. The French report recent advances in the Departments of Pas de Calais and the Somme. German and French claims as to successes in the Argonne region continue contradictory.

GENERAL WAR NEWS

December 2.—Petrograd reports Russian successes on the northern Turkish-Persian border.

Allied transports reach Antivari, the port of Montenegro, but the troops can not disembark owing to the activities of Austrian aviators.

December 3.—Berlin quotes the Russian official military paper as announcing 33,000 Russian officers killed, wounded, or taken prisoner, up to December 1.

Nish, Servia, reports the blowing up of a great tunnel near the Servian border, thus cutting rail communication with Roumania. The Serbs retire before the Austrians, but cover their retreat.

December 5.—There are persistent reports of Servian aggression, including a pursuit of the Austrian right wing as far as the river Kolubara.

December 7.—An authoritative tho unofficial estimate from Paris places the French loss in dead up to November 10 at 100,000, the wounded at 400,000, and prisoners in German territory at 90,000.

December 8.—A British squadron, under Rear-Admiral Sturdee, defeats Admiral von Spee's squadron in the South Atlantic, at the Falkland Islands, sinking the *Scharnhorst*, *Gneisenau*, and *Leipzig*. Nearly 2,000 are reported lost.

Kragujevatz reports a Servian victory over the Austrians in which many prisoners and arms are taken.

The British Indian expeditionary force at the head of the Persian Gulf gain Kurna, giving them control of the valuable territory from the junction of the Tigris and Euphrates to the sea.

GENERAL FOREIGN

December 4.—Villa and Zapata announce that they will work together and retire to private life when their joint ends are gained.

December 5.—Generals Salazar and Campa, former Huerta leaders, begin a new revolutionary movement in Mexico.

December 7.—A battle is reported as taking place in the streets of Mexico City between Villa and Zapata forces when the representatives of the two leaders quarrel. A constitutionalist victory is reported near San Martin.

Holland loans to the Belgian Relief Committee 10,000 tons of wheat, enough to prevent starvation in Belgium for two weeks, thus enabling the Commission to carry on its work successfully pending the arrival of American ships.

DOMESTIC

December 4.—The Italian Ambassador lodges a complaint with the State Department against the Arizona law prohibiting more than 20 per cent. of alien workers in certain industries.

Miners and operators of the Ohio coalfields, in conference in Cleveland, adjourn *sine die*, leaving the strike, which has persisted since April 1, unsettled.

December 8.—In his message to Congress the President urges, among other things, legislation to facilitate the development of the nation's waterpower and to unlock the resources of the national domain; to give a larger measure of self-government to the Filipinos; and to increase our merchant marine by the addition of Government-owned ships. He says that his party's program of business legislation is "practically completed," and, turning to the subject of our military preparedness, he declares that "we have not been negligent of national defense," but that we must depend, not upon a large standing army, but upon "a powerful navy" and "a citizenry trained to arms."

The Secretary of War orders the guard at Naco, Arizona, reenforced by three batteries of the Eighth Army Brigade.

The governing board of the Pan-American Union in Washington adopts unanimously Argentina's project to create a commission for the especial consideration of new problems affecting the western hemisphere, which may grow out of the present war.

The convention of District No. 15 of the United Mine Workers of America votes to end the Colorado coal strike on December 10.

December 10.—The New York *Times* gives the comparative naval losses, to date, in tonnage, as 100,960 for the Germans and 156,345 for the British.

WARNING!

BEWARE OF SUBSCRIPTION SWINDLERS!

Swindlers are at work throughout the country soliciting subscriptions for popular periodicals. We urge that no money be paid to strangers even tho they exhibit printed matter apparently authorizing them to represent us, and especially when they offer cut rates or a bonus. THE LITERARY DIGEST mailing list showing dates of expiration of subscriptions is never given out to any one for collection of renewals. Better send subscriptions direct, or postpone giving your order until you can make inquiry. If you have reason to suspect that the members of your community are being swindled, notify your chief of police or sheriff, and the publishers, and arrange another interview with the agent at which you can take such action jointly as may seem proper.

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THE SPICE OF LIFE

Complete.—"Was your Christmas present in the nature of a surprize?"

"I should say so. It was just what I wanted."—*Judge.*

Crossed Wires.—"Now they've got a new contrivance for reducing adiposity."

"Dear me! There won't be a city in Europe when this awful war is over."—*Buffalo Express.*

Proof.—"And are the divorce laws so very liberal in your section?"

"Liberal? Say! They are so liberal that nobody ever heard of a woman crying at a wedding out there."—*Detroit Journal.*

Very Like.—"Pa, what is a retainer?"

"What you pay a lawyer before he does any work for you, my son."

"Oh, I see. It's like the quarter you put in the gas-meter before you get any gas."—*Boston Transcript.*

A New Horror.—SHOW GIRL—"Has your feller felt the effects of Cupid's shafts yet, Queenie?"

CHORUS LADY—"Honest to goodness, Rosemary, I'm afraid Cupid will have to use dumdums on that guy."—*Puck.*

Suggested.—"What do the suffragettes want, anyhow?"

"We want to sweep the country, dad."

"Well, do not despise small beginnings. Suppose you make a start with the dining-room, my dear."—*Louisville Courier-Journal.*

Their Advantage.—"Yes," said the world traveler, "the Chinese make it an invariable rule to settle all their debts on New-year's day."

"So I understand," said the American host, "but, then, the Chinese don't have a Christmas the week before."—*Ladies' Home Journal.*

Disappointed.—"Do you find that set of books you bought interesting?"

"Not very," confessed the man who tries to improve himself. "But I'd feel better about it if the man who comes around to collect were as good an entertainer as the one who sold me the books."—*Washington Star.*

Willing to Please.—OLD LADY (irritably)—"Here, boy, I've been waiting some time to be waited on."

DRUGGIST BOY—"Yes, ma'am. What can I do for you?"

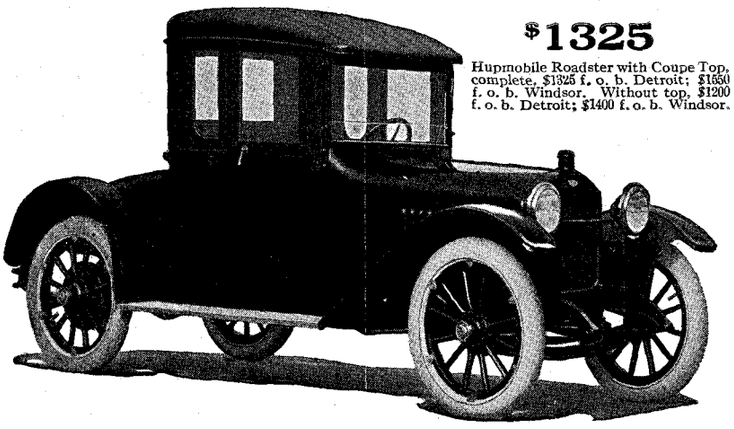
OLD LADY—"I want a stamp."

DRUGGIST BOY—"Yes, ma'am. Will you have it licked or unlicked?"—*Los Angeles Express.*

High Praise.—Kate Douglas Wiggin's choicest possession, she says, is a letter which she once received from the superintendent of a home for the feeble-minded. He spoke in glowing terms of the pleasure with which the "inmates" had read her little book, "Marm Lisa," and ended thus superbly:

"In fact, madam, I think I may safely say that you are the favorite author of the feeble-minded!"—*Woman's Home Companion.*

Hupmobile



$1325

Hupmobile Roadster with Coupe Top, complete, $1325 f. o. b. Detroit; $1550 f. o. b. Windsor. Without top, $1200 f. o. b. Detroit; $1400 f. o. b. Windsor.

Closed Car Comfort at Open Car Cost

There has never been a demountable winter top like the Hupmobile coupe and sedan.

Such others as you have seen have been built on a general plan, in local shops, for all cars.

This Hupmobile sedan is a thing of beauty as well as utility; designed and built in the Hupp factory.

The others destroy the lines of the car; this retains the graceful beauty of the new Hupmobile.

$1365 Hupmobile Touring Car with Sedan Top, complete, $1565 f. o. b. Detroit; $1600 f. o. b. Windsor. Without top, $1200 f. o. b. Detroit; $1400 f. o. b. Windsor.

The others have rattled and shaken loose; this is as firmly attached as any other part of the car.

The others, at best, are simply protection against wind and cold; this, in spite of economy of cost, actually has limousine luxury in its exterior and interior finish.

Business and professional men—doctors and the like—are turning to the coupe-roadster.

Women find it endowed with delightful ease of handling, a motor that can't stall, a big parcel compartment, and plenty of head-room for hats and feathers.

Families, with one accord, favor the sedan-touring car, which brings them winter pleasures and conveniences and comfort they have never known.

Special sedan top booklet on request.

Hupp Motor Car Company, Detroit, Mich.

THE LEADING BRAND

Sales 1907 Approximately $3000.00

Sales 1914 Approximately $1,000,000.00

POMPEIAN OLIVE OIL

"Don't-Snore" Stops snoring and mouth breathing.

Money Refunded if it Don't. Ask for Booklet.

THOS. B. MORTON CO. (Inc.) 7 Starks Bldg., Louisville, Ky.

Half A Century Of NAVAL SERVICE AND SPORT In Many Parts Of The World

"From Naval Cadet to Admiral"

By Admiral Sir ROBERT H. HARRIS of the British Navy

An intimate narrative by one of the old sea dogs who have helped to make the British Navy what it is to-day. It is full of the spice of adventure. As the Admiral's *penchant* for danger frequently placed him in hazardous situations, he has many hairbreadth escapes to relate. Moreover, there are many illuminating chapters on the great events in recent history in which the Admiral had a part. It is interesting, entertaining and informative, the anecdotal style giving it a charm peculiarly its own. As the Admiral's experience ranges from the days of wooden walls to the iron sides of to-day, it is of exceptional value to naval men interested in the progress of their profession.

A large octavo volume. Boxed. Illustrated. Bound in cloth. $4.50 net; by mail 16 cents extra.

FUNK & WAGNALLS COMPANY

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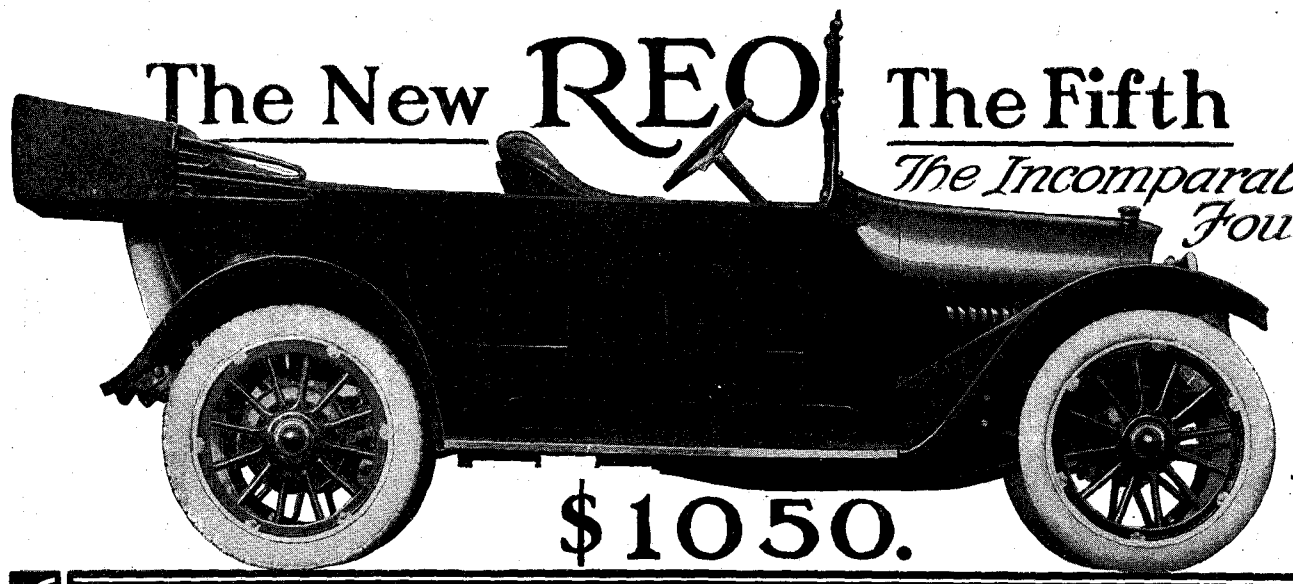
The New REO The Fifth

The Incomparable Four



$1050.

The New Reo The Fifth—The "Four"

WHAT NEED WE ADD to that you already know of this great car? For of course you do know. If you have not owned one, you have many friends who do. And they have doubtless told you in more extravagant terms than we would care to use.

MORE THAN 40,000 of them are today in hands of users. 12,000 were sold last season.

AND AS PROVING the popularity of this model we need only say that on November 10th the last Touring car left the Reo factory. And that for thirty days at least there has not been, so far as we know, a Reo the Fifth on any Dealer's sales-floor anywhere.

THE PROOF OF QUALITY in any product is "will it sell in the off-season?" Autumn is supposed to be the off-season for motor cars. Not for Reo cars though—we have never known a time when, even with our splendid factory facilities, we were able to make enough Reos to supply the demand.

WE HAVE JUST INCREASED our plant, nearly 50 per cent—necessary to produce the new "Six." And we hope to be able to more nearly supply our dealers this year than formerly.

AS WE HAVE NO AMBITION, however, to be maker of the most automobiles, but of the best. We do not expect, ever, to supply all the demand for Reo cars. That would be our idea of—well, the reverse of success.

TO MAKE THEM EVER BETTER—so much better that, always, the demand will beckon the supply—that is our aim.

FOUR YEARS AGO we announced that, after more than 23 years of experimenting—testing—proving—we had produced a chassis that we believed was finality in all essentials of design. And we said so.

SOME FRIENDLY RIVALS laughed at that statement—said that changes would continue to come with the seasons—as they always had.

NEVERTHELESS WE WERE CERTAIN in our own minds that, in the three-unit power plant and in other features that have become known as peculiarly Reo, we had established principles that would not change—so long at least as the principles of gas engines remained as they were.

IMPROVEMENTS? Refinements? Of course—but only in minor details. The world moves and of course we expect to move with it.

BUT IN THE FUNDAMENTALS of a self-propelled pleasure car, we were convinced we were right. Events have only served to confirm us in that belief.

FROM SEASON TO SEASON we have made such improvements as the progress of the science has made possible. And as our facilities have increased and our purchasing ability become greater, we have from time to time reduced the price of Reo cars at the same time that we have increased the quality and the size.

IN THE CASE OF THIS FOUR we have been able to do two things we had considered impossible—we have made a bigger and at the same time we have made a still better car.

HOW WAS THAT POSSIBLE? you ask. Tell you:—

THE MOTOR PROVED to have more power than was necessary—more than was really desirable for the weight of the car. Refinements, recently made, increased that power still more.

SO WE FOUND we could add three and one-half very desirable inches to the length of the car, give the buyer a more luxurious equipage, and yet have a car of ample power.

THAT DIFFERENCE in length—and we made it wider at the same time—makes all the difference in the world in the capacity and the comfort of the car.

OTHER NOTICEABLE improvements—in a car which formerly seemed almost perfection—are:

IMPROVED UPHOLSTERING—higher backs to seats.

IMPROVED WINDSHIELD support—with braces running from cowl to body sill.

POCKETS in all doors.

INSTRUMENTS mounted flush on instrument board.

HOOD FASTENERS—new and improved type. Stay put—and unfasten readily when you want them to.

ENTIRELY NEW TOP—a real One-man top. Can actually be put up or down by one man—after long use as well as when new.

WINDSHIELD—Oval moulding and pressed steel construction throughout.

RADIATOR—New method of securing to frame—more flexible—prevents strains on roughest roads. More cooling capacity.

WHEEL BASE—increased 3"—now 115".

NOBBY TREAD TIRES on rear wheels and extra wide, oversize, demountable rims.

SPRINGS—Improved method of lubrication for spring shackles.

STREAMLINE HUB-CAPS—an exclusive Reo feature.

ANTI-RATTLER on brakes, and anti-rattling support.

IMPROVED STARTING mechanism—no sliding contacts and resistence.

NEW HEADLIGHTS with hingeless anti-rattling doors and outside focus attachment.

NEW DESIGN FENDERS—crown type, closer fitting under pan.

NEW METHOD of supporting ignition coil. New design universal joint for generator.

NEW CYLINDER DESIGN—independent exhaust ports. Injector type exhaust manifold. New low-pressure muffler.

NEW THREE-PIECE piston rings, giving greater power and acceleration.

IMPROVED VALVE operation mechanism—larger surfaces, ball joints, self-lubricating.

NEW ONE-PIECE cam shaft—larger bearings—and hardened and ground.

ADDED FRICTION SURFACE to clutch. New operating mechanism calling for less foot pressure. Improved thrust bearings.

EQUIPMENT — One-man top. Flush instruments; highest-priced d'Arsoval type ammeter and usual tools and accessories.

DELIVERIES BEGIN December 15th. Your local dealer will be able to show you and to take your order for this matchless car on or about that date.

Reo Purchasing Power Made

A Condition That Was An Insurmountable Obstacle To Some, Proved To Be Reo's Golden Opportunity

WE PROMPTLY TOOK and are giving you—full advantage of it.

READ CAREFULLY—It's the Silver Lining to the War-Cloud.

YOU ARE OF COURSE AWARE that the Reo Motor Car Company is financially the second strongest Automobile concern in the world.

OR WEREN'T YOU?—We had supposed that knowledge was common property. Anyway, you can easily ascertain the truth of the assertion.

WE WOULDN'T MENTION IT HERE, never have before—but it is necessary to state the fact in order to explain something that is otherwise unexplainable—the wonderful values we are able to give in the two Reo models shown and priced above.

FOR "WONDERFUL VALUES" is the only term that expresses it. Think of it! The New Reo the Fifth—that incomparable four, improved at many points and a larger car than its immediate predecessor—and at $125.00 less than last season.

AND THE SENSATIONAL REO SIX—a Six designed and made the Reo way and with the Reo guarantee, at the amazing price of $1385!

THAT CALLS FOR EXPLANATION—for you nor anybody else dreamed it would ever be possible to produce such cars at such prices.

SO SURE WERE WE OURSELVES of that, we went so far as to state in an advertisement a year ago "no maker ever can—not even Reo ever can—give greater value than this"—speaking then of Reo the Fifth at $1175.

YOU RECALL THE STATEMENT doubtless—so when you saw the price, $1050, quoted above—and realized also that this latest Reo the Fifth is a larger and an improved car, you wondered.

WELL, HERE'S THE ANSWER—and it's mighty interesting.

THE GREAT EUROPEAN WAR has created two sets of conditions—contradictory in some aspects.

FOR EXAMPLE, while we know that Six Hundred Millions of dollars go into American banks every thirty days—a guarantee of prosperity and of a market for automobiles in the coming months—at the same time you know that the banks are most conservative about loaning it out. And that is as it should be. Safety First.

AND SO YOU KNOW—if you stop to think about it—that many manufacturers, of automobiles and of other commodities, who were financially sound but who lacked a large surplus of cash, found it impossible to borrow during the past few months. These were necessarily limited in their buying and production capacity to the scope of their own funds.

AND THAT WAS WHERE REO, with its enviable financial position—having the money, and in cash, and controlled, not by absentee shareholders but by the men who daily direct the Reo destinies—was able to avail itself of the condition that then existed.

TO BUY WHEN OTHERS WERE EAGER TO SELL—and when there was practically no competition in the buying market.

TO MAKE MORE CARS at a time when most makers must perforce curtail—and to have them ready for our dealers, and customers when the demand will be heaviest.

NO ONE COULD HAVE FORESEEN the condition that had arisen. The best authorities on world affairs did not anticipate the war. At the time when we said, "this is the best value it will ever be possible for us to give," we had in mind, of course, the normal conditions that then existed. Those conditions changed over night.

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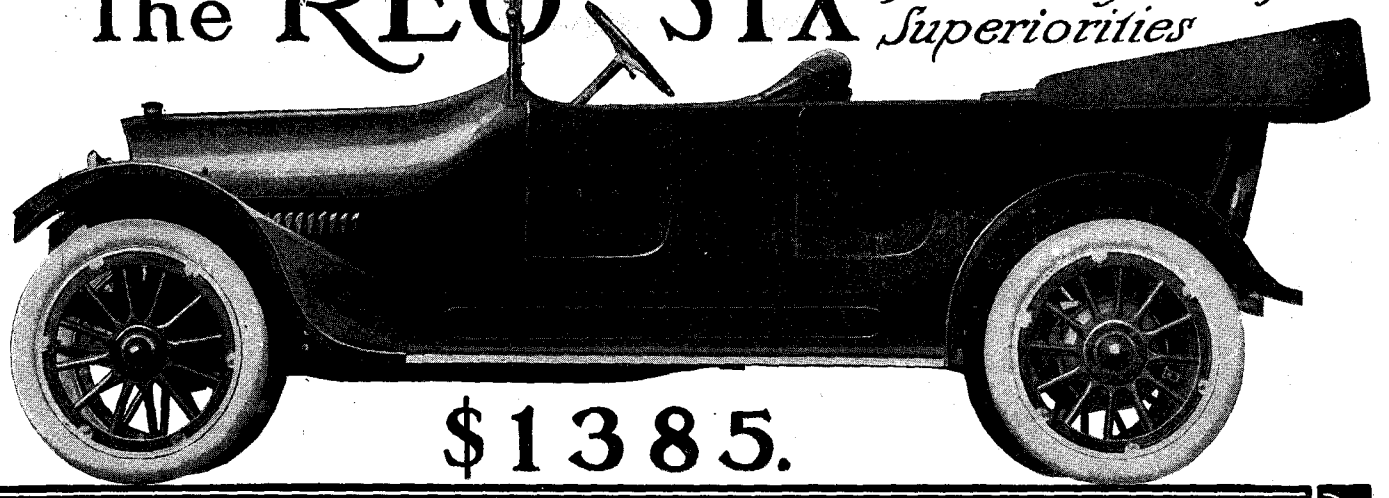
The REO SIX *The Six of Sixty Superiorities*



$1385.

These Wonderful Values Possible

WHY, A FEW MONTHS AGO, if a manufacturer wanted a few thousand tons of steel, of a special kind, he had to go to the mills, say please—and wait his turn.

THEN THE WAR—The doubt, the uncertainty—stagnation for a time.

THEN IF IT BECAME KNOWN there was an order for steel in sight we found, figuratively speaking, representatives of twenty steel mills camping on the steps of a morning, waiting to say please to the purchasing agent!

THAT CONDITION was of the moment only—but it existed. And only because we were alert and able to take instant advantage of it are we now able to give you the unprecedented—the unexpected—the unhoped-for values we announce in this ad.

WE HAD THE CASH—our own, to use on the instant without let or hindrance from anyone. We could declare another dividend—or invest it to vastly greater advantage in the future of Reo. We chose the latter course.

SO WE BOUGHT, and, paying the cash when cash was at a premium, bought right. Bought better than we had ever hoped—secured quality at prices theretofore impossible. From tires to electric starters—steel to leather—and hair—and paint.

THE WAR IS BENEFICIAL to those American manufacturers who, like Reo, are alert to take advantage of it.

AND SO WE HAVE NO APOLOGIES to make even to those friends to whom we sold 12,000 Reos last season. Not for a statement that we made in the best of faith—and must now contradict in the same good faith.

FOR IN GIVING OUR CUSTOMERS the full benefit of the Reo purchasing power—instead of retaining the former price and taking the additional profit ourselves—we are only carrying out our policy which, adhered to from the first, has placed the Reo Motor Car Company in the splendid position it occupies today.

SPEAKING OF POLICY—let us correct an impression that we know is abroad.

OUR FRIENDS CRITICIZE US at times for what they call our "ultra-conservatism."

ABOUT THE ONLY COMPLAINT we ever hear from Reo dealers is that we are too modest in setting forth the merits of the Reo product.

WELL, PERHAPS THAT IS TRUE—if adherence to the strict truth in our ads; if a determination not to be carried away by the mania for mere quantities; if we prefer to be second in numbers of cars produced that we may be first in quality—if these be indications of "ultra-conservatism"—why then we plead guilty.

BUT OUR FRIENDLY CRITICS must concede that that Conservative Reo policy has produced tremendous results. Note the statement in the third paragraph of this ad.

WE DON'T CALL IT that, however. We call it conservatism militant. Aggressive conservatism. Alert conservatism. Being sure—absolutely sure—we are right, then going ahead unfalteringly—irresistibly.

DOESN'T THE VERY FACT that we were financially able to and did take advantage of a condition that we knew was transitory; and the further fact that, having bought better, we instantly offered the better values to Reo buyers—doesn't that look like "militant" rather than "ultra" conservatism?

WE THINK SO—and we leave the case in your hands.

REO MOTOR CAR COMPANY
LANSING, MICHIGAN

The Six of "Sixty Superiorities"

THIS SIX IS SENSATIONAL not because it is a six—but because it is a Reo Six.

FOR REO WAS NOT one of the first to embrace the "Six" idea. Reo is one of the last.

REO WILL NEVER BE one of the first to adopt any new innovation. For our policy has ever been, to sell not ideas but automobiles. Dependable automobiles.

AND YOU WILL ALWAYS find Reo "trailing" to just that extent. We will never be one of those to "take a chance"—with our customer's money.

NOT UNTIL EVERY uncertain or unknown quantity has become a certainty will any new type of car or motor or axle or part be offered with the Reo name-plate.

SO YOU CAN ALWAYS BE SURE—as you have in the past—that in buying a Reo you are investing in no experiment.

THIS SIX IS THE RIPEST RESULT of Reo engineering experience. The very fact that we make and offer it to you is evidence that the "Six" idea has now passed the realm of uncertainty.

THE "SIXTY"—

(1) FLAT TUBE RADIATOR—won't leak through freezing. Flat tubes expand—don't fracture under pressure of frost.
(2) RADIATOR DESIGN—the sloping, curved visor and graceful contour give class to the entire car.
(3) STREAMLINE HUB-CAPS—original with Reo. Will be widely copied.
(4) EXTRA HEAVY, one-piece, forged front axle—50 per cent over-size.
(5) TIMKEN BEARINGS (4) in front hubs.
(6) REO CYLINDER DESIGN—guarantees straight cylinders, uniformity of water jackets—no distorted cylinders—no scored pistons.
(7) SAFETY—FIRST—and sure—oiling system.
(8) THREE-PIECE piston rings—more power—quicker acceleration.
(9) FIFTY PER CENT over-size crank shaft.
(10) EXTRA HEAVY cam shaft—extra large cams. One reason for silence and uniformity of power in this Reo.
(11) ECCENTRIC FAN belt adjustment.
(12) SPIRAL HALF-TIME gears.
(13) VALVE ACTION—roller lifters.
(14) OVERHEAD INTAKE VALVE—not exhaust. Another reason for greater power and silence.
(15) FIBRE ROLLER tappets on intake—another "silence" feature.
(16) VALVE ENCLOSURE—silences, and keeps them silent—see next paragraph.
(17) BREATHER TUBE exhausts in valve enclosure—keeps parts bathed in oil spray, and—
(18) NO OIL SPRAYED on outside of motor by breather-tube.
(19) TWO FLEXIBLE JOINTS between motor drive and generator.
(20) ADJUSTABLE main crankshaft bearings.
(21) DUAL—injector type—exhaust manifold.
(22) WATER-HEATED INTAKE manifold.
(23) REO STEERING gear. Not a "taking point," but a driving convenience much prized by Reo owners.
(24) DRY DISC CLUTCH—no tendency to drag.
(25) THREE-UNIT power plant.
(26) FOUR universal joints.
(27) BRAKE AND CLUTCH control system—only one hand-lever.
(28) REO one-rod control—simplest ever devised.
(29) REO GEAR-shift—direct connected lever—you feel the gears as if your fingers touched them.
(30) REO patented locking device—impossible for two gears to mesh at once.
(31) HYATT bearings in transmission.
(32) "INDEX" PLATE surrounding control rod.
(33) FULL FLOATING rear axle.
(34) TIMKEN bearings in rear axle.
(35) NEW TYPE torque-arm. See the Book.
(36) WORM BEVEL driving gears.
(37) CANTILEVER rear springs.
(38) RIGID attachment of cantilever springs to axle.
(39) REMY electric starter and lighting.
(40) STARTER hook-up—exclusively Reo. Worm drive. No shifting gears—no over-running ratchets.
(41) STARTER LEVER—handy but unobtrusive.
(42) TIRE PUMP attached to main driving shaft.
(43) DIMMING attachment to headlights.
(44) PILOT light and tail light connected in series.
(45) SPECIAL tail-light switch.
(46) PRACTICALLY one-piece pressed steel cowl.
(47) 6½-INCH WIDER tonneau, 122" wheelbase.
(48) 50 PER CENT. OVER-SIZE in all vital parts.
(49) REO ACCURACY—REO CARE—Reo inspection everywhere. Parts ground to absolute exactness.
(50) 190-ODD] STEEL FORGINGS.
(51) REAL LEATHER upholstering—we've never found any substitute that was "just as good."
(52) REAL HAIR—retains its spring.
(53) REAL RUBBER and Sea Island cotton in tires.
(54) VENTILATING, rain-vision, clear-vision windshield.
(55) WINDSHIELD and top support—have to study in detail to fully appreciate.
(56) GENUINE one-man top.
(57) LIGHTER weight in proportion to power.
(58) EVERY PART—radiator cap to tail light—Reo made and Reo guaranteed.
(59) MOST ACCESSIBLE car in the world. We will prove it to you.
(60) FINALLY—and most important to you—the Reo name plate signifies that the Reo guarantee, with all it stands for in integrity and financial stability, goes with the car.

DELIVERIES: Will begin about January 1st. Only way to be sure of getting yours early is to order now. See your local dealer.

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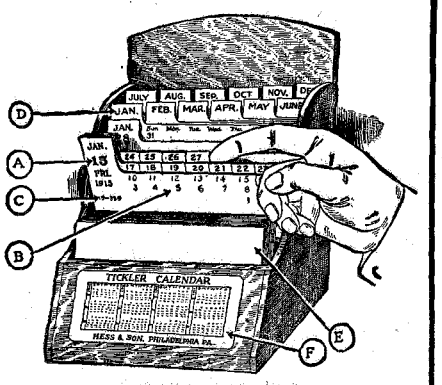
"It Reminds You"



THE HESS CALENDAR TICKLER

See how nearly self-running, how simple it is:

A. Current date
B. Entire current month
C. Day of year and days yet to come
D. Cards for balance of year
E. Memo pocket and blanks
F. Yearly calendar

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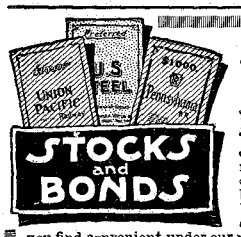

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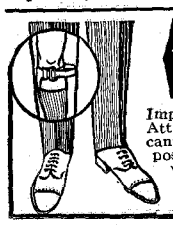

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INVESTMENTS AND FINANCE

THE EXCHANGE REOPENED TO SALES OF STOCKS

AS INTIMATED in this column last week might be the case, the New York Stock Exchange was opened on December 12 for trading in stocks for the first time since the dramatic closing on the eve of the outbreak of war on July 30. It was the success during the previous week of dealings in bonds on the Exchange that led the governors to open the Exchange for sales of stocks. It was declared at the time that "every confidence" existed that conditions similarly favorable would attend the fuller opening of the Exchange to regular business in stocks.

Not all securities, however, will at once be salable on the Exchange. The list of stocks that will be includes 181 separate securities, the total list of the Exchange being 565. Among the 181, however, are included virtually all the active speculative properties, with the exception of a very few held abroad in such quantities as to render it desirable to provide for later action as to when they shall be traded in. Among these stocks are United States Steel, Union Pacific, Southern Pacific, and Canadian Pacific.

It was said that one reason for opening the Exchange for business in stocks on December 12 (a decision, by the way, reached with some suddenness and the date being in advance of what most persons had hoped for) was news from London that the British Government had rejected a plan for the opening of the London Stock Exchange in the near future.

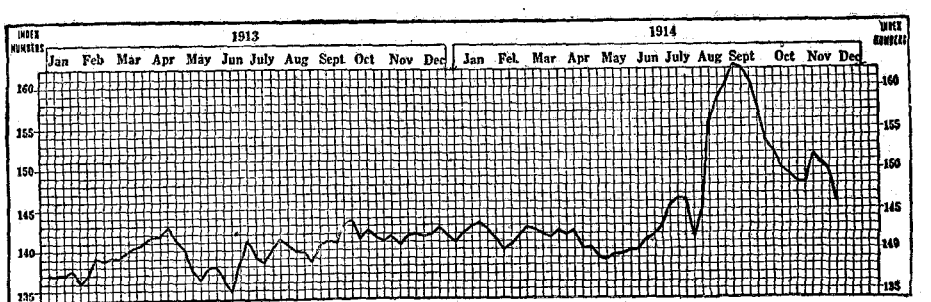
Considerable sales of stocks and bonds on German account had been made in America, and the rise in the Berlin exchange rate with America was proof of German liquidation. This fact had been used in London as an additional argument for keeping the London Exchange closed, because Great Britain naturally did not want to supply cash for Germans. To avoid doing that would be difficult if free markets existed in New York and London. New York's opening promised, therefore, to retard instead of assisting London's reopening.

Another influence that helped reopening in New York was the fact that transactions in stocks by the Clearing House Committee had so broadened in extent as to threaten to reach beyond the capacity of that committee to handle them. As to prices, it is understood that as a minimum will be established the closing prices of July 30. In a majority of cases stocks have recently sold through the Clearing House at prices above that minimum. From this fact it is inferred that the establishment of a minimum will have slight influence on trading, except as a safeguard against any sudden demoralization due to some severe reverse to the Allied armies in Europe. *Bradstreet's*, commenting on the success of the opening of the Exchange to sales of bonds, remarks:

"Judged by the results which have attended it and by the beneficial effects upon financial sentiment, the resumption of dealings was a wise proceeding. The regular market for many different bond issues included in the lists which has now been successfully reestablished after a suspension of a little less than four months, has been devoid of sensational features. In fact, one of the most prominent and gratifying features has been the development of bond-trading upon apparently conservative lines. The restrictions which it was desirable and necessary to adopt, in the shape of close supervision of all dealings by the committee and the establishment of minimum prices below which sales of bonds are not permitted, naturally have the effect of somewhat reducing the volume of trading. The total sales recorded in last Saturday's initial session of two hours were only $637,000, and the largest amount of transactions in bonds on any day of the week was $1,443,000. As regards prices, the general result has been a maintenance of figures in most cases slightly below the closing quotations recorded at the end of last July, but somewhat above the minimum prices established by the committee in charge. There have, it is true, been exceptions to this, a limited number, particularly industrial and traction bond issues, having scored advances of several points above the July quotations, and, on the other hand, certain railroad issues seemed to gravitate down to the minimum figures permitted by the committee."

THE GROWTH OF DEBTS, STATE AND NATIONAL

Figures compiled by the Census Bureau show a marked increase in the debts of the States and nation, both in total amounts and in per capita. At the same time the gross amount is regarded as somewhat moderate, in view of the increase in the wealth of the nation. So much of the increase in debts is due to the growing debts of cities that the burden of government, according to *The Journal of Commerce*, is being "disproportionately borne in centers of population, either as heavy local taxations or as current additions to local indebtedness." The writer presents a table showing the national and State debts, both total and per capita, for a series of years



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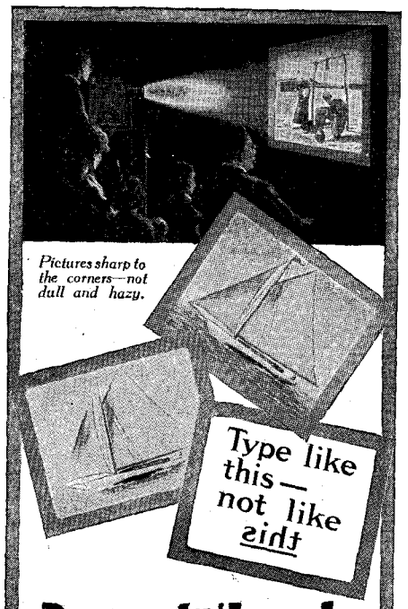

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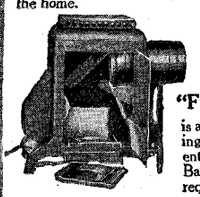

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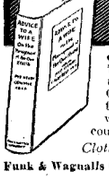

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beginning in 1901, amounts being given with six figures omitted:

Fiscal Year	Indebtedness* Total Amount	Total Per Cap.	National Amount	National Per Cap.	48 States Amount	48 States Per Cap.
1913	$1,374	$14.15	$1,028	$10.59	$345	$3.57
1912	1,327	13.89	1,027	10.75	299	3.15
1911	1,291	13.75	1,015	10.81	275	2.95
1910	1,302	14.11	1,046	11.34	256	2.78
1909	1,265	13.95	1,023	11.29	241	2.67
1908	1,177	13.22	938	10.53	239	2.70
1907	1,113	12.74	878	10.05	235	2.70
1906	1,202	14.01	964	11.24	238	2.79
1905	1,228	14.59	989	11.75	238	2.85
1904	1,202	14.56	967	11.71	235	2.86
1903	1,157	14.29	925	11.42	232	2.88
1902	1,208	15.23	969	12.22	239	3.03
1901	1,273	16.38	1,044	13.44	228	2.95

* Less sinking-fund assets or fund available for payment of debt.

From this table it appears that there has been "a slight falling off in national indebtedness during the period in question, but this is much more than offset by the increases in State debts, the total of the latter at the end of the period having increased over the beginning of the series of years by about 50 per cent." Meanwhile "great advances in population have kept this growth from showing so markedly when stated in per-capita terms, altho even when so stated an advance of some 17 or 18 per cent. is indicated, the per capita being $3.57 for all State governments, against $2.95 in 1901."

For national and State governments combined the final figure was $14.15 at the end of the series of years (1913), against $16.38 in 1901, "a technical decline due to the fact that national indebtedness remained about stable while population increased." The great advances in debts was made in States, "which are thus keeping pace to a somewhat greater extent with conditions in the cities." Another table analyzes conditions as to States. It presents the amount of debt and the per capita of debt as follows:

State	Debt Less Sinking-Fund Assets Amount	Per Cap.
Alabama	$13,132,375	$5.95
Arizona	3,064,818	13.28
Arkansas	1,236,066	0.76
California	10,222,744	3.83
Colorado	3,173,949	3.70
Connecticut	7,110,451	6.12
Delaware	763,122	3.70
District of Columbia	.....	.....
Florida	619,199	0.77
Georgia	6,934,202	2.57
Idaho	2,143,314	5.92
Illinois	2,272,620	0.39
Indiana	1,350,305	0.49
Iowa	356,670	0.16
Kansas	243,121	0.14
Kentucky	4,441,867	1.90
Louisiana	13,546,150	7.89
Maine	1,254,998	1.67
Maryland	7,333,913	5.56
Massachusetts	79,551,090	22.78
Michigan	7,089,092	2.41
Minnesota	1,345,290	0.63
Mississippi	4,460,519	2.41
Missouri	4,671,218	1.40
Montana	1,512,874	3.73
Nebraska	374,394	0.31
Nevada	607,695	6.70
New Hampshire	1,955,611	4.50
New Jersey	642,069	0.24
New Mexico	1,218,209	3.41
New York	86,205,247	9.05
North Carolina	8,058,430	3.54
North Dakota	320,424	1.29
Ohio	5,142,042	1.05
Oklahoma	6,930,243	3.74
Oregon	30,852	0.04
Pennsylvania	.....	....
Rhode Island	5,126,815	9.02
South Carolina	6,190,036	3.98
South Dakota	370,000	0.58
Tennessee	11,811,640	5.32
Texas	4,656,499	1.14
Utah	1,429,694	3.62
Vermont	569,906	1.58
Virginia	22,043,145	10.46
Washington	1,556,012	1.21
West Virginia	.....	....
Wisconsin	2,251,000	0.93
Wyoming	122,375	0.77
Total	$345,942,305	$3.57

"Great variations in per-capita indebtedness are indicated, but in general it is seen that the Eastern and New England States are far the most heavily indebted

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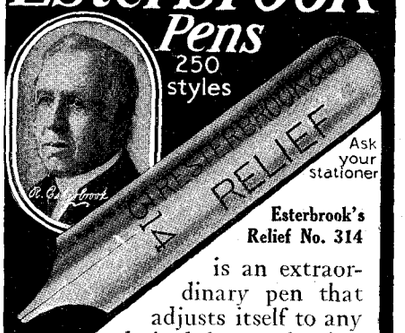

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per capita. Thus Massachusetts has a debt of $22.78, New York of $9.05, Connecticut of $6.12, Rhode Island of $9.02, and Virginia of $10.46. The lowest reported indebtedness is that of Oregon, which is only 4 cents per capita. New Jersey stands as an exception among the Northeastern States, as she has only 24 cents per capita outstanding; Louisiana and Tennessee among the Southern States, with $7.89 and $5.32, respectively, and Arizona among the Western, with $13.25, are exceptions, but generally the rule holds good that, whereas the Eastern States are accumulating large debts, the Western and Southern have not done so. This is in part due to the superior credit of the Eastern States, which enables them to borrow at low figures, but is largely due, it would seem, to the fact that they are carrying very heavy taxes and so are led to borrow for new outlays, while the Western get their funds directly from taxes.

"Taken as a whole, the returns show that the gross debt of the States and the nation, while increasing rapidly in the total and steadily in the per-capita figures, is not as yet large or overburdensome when compared with that of other nations. Heavy taxes are supplying the resources for the current expenditures of all classes in the main, but the fact that these taxes are reaching their limit in some States is illustrated in the disproportionate growth of the debt in certain sections as compared with others. The figures given are net—after the deduction of sinking-fund assets. A study of the return for such assets shows, moreover, that provision is in many States being made from taxation for the liquidation of the indebtedness. The facts in the case demonstrate in a cumulative way one important reason for the burdensome character of government expense, inasmuch as the bulk of it in most parts of the country is still being supplied to meet current requirements from current incomes."

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"What's the occasion for the parade, Tom?" she asked of a boy.

The boy looked at her with a grin.

"La, Miss Daviess," he replied, "don' you-all know colored folks well 'nough to know dat dey don' need no 'casion foh a p'rade?"—*New York Sun.*

Withdrawn.—Among the Monday morning culprits haled before a Baltimore police magistrate was a darky with no visible means of support.

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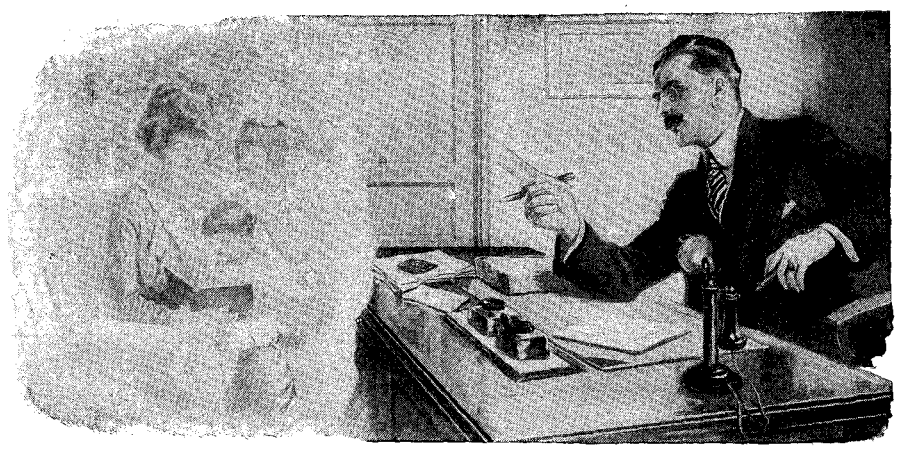

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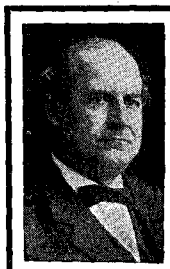

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(8) The Literary Digest will lighten the burden of the history course. Subjects which seem dry and uninteresting in the ordinary text-book become very much alive when found in a current periodical.

"I use 250 copies of The Literary Digest each week. Last term my classes were more successful than ever before in the Regents' Examination. *Not a failure was recorded.*"—*Prof. G. E. Boynton,* Erasmus Hall High School, New York City.

(9) The Literary Digest will not displace the regular text-book in civics or history. The text-book will become the place where the pupil will find principles and causes, and The Digest a supplement of results.

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(10) Some of the greatest lessons in current history can be taught through cartoons and other pictures. The best illustrations are gathered each week in The Digest.

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(11) The best teacher is a student of children. The routine courses with their cut-and-dried questions and standardized answers give very little opportunity for pupils and teachers to come into personal touch. In The Literary Digest classes the rigidity of the school course is broken, and the teachers can become acquainted with the children's needs and thoughts.

"Nothing that the teachers have done in school has tended so well to give them an insight into the lives and tastes and characters of the children."—From a report of a canvass of teachers in New York City High Schools made by *Jean Davidson,* Washington Irving High School.

(12) Many educators claim that the use of The Literary Digest as a text develops initiative and trains children to be leaders of thought. In this magazine study the consideration of unsettled problems encourages the pupils to do original thinking and to form independent judgments.

"We prefer The Literary Digest also because the opinions of many newspapers and periodicals are quoted without editorial comment, thus allowing the student to form her own opinions."—The Misses Shipley's School, Bryn Mawr, Pa.

(13) In the average class-room questions are asked by the teacher for the purpose of finding out what a pupil does not know. In The Literary Digest class this process is reversed and the children ask the questions. This is as it should be, for in life most queries are put by one who does not know and wants to find out.

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(14) The greatest drain on the teacher is the apathy—the inertia—of the class. She has to spend her vital power in galvanizing complete indifference into a resemblance of interest. Magazine study helps to save the energy of the teacher for other things by enlisting the keen interest of the pupils.

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Write to us for further information and give us the name of the principal of the school your children attend, or the name of the teacher of history, civics or English, that we may write to them.

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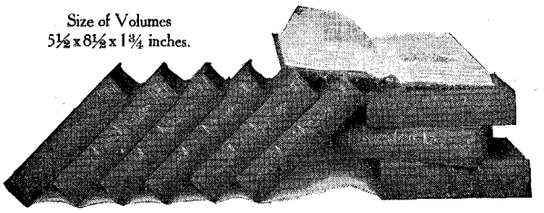

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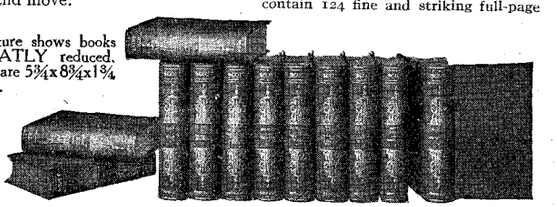

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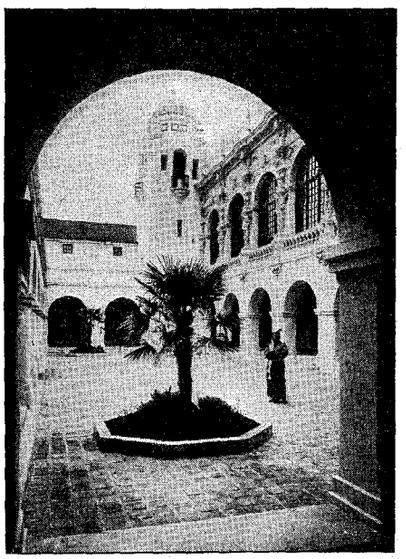
THE MIDWINTER TRAVELER

(*Continued from page* 1229)

foot-hill whose crest also looks out toward the sea. They are of concrete and are soft gray in color—yet they are neither dull nor somber,. for their architect—Bertram G. Goodhue, of New York—has laid here and there mosaic patterns of colored tiles that give accent to the flat tints of the walls. Mr. Goodhue has shown no less ingenuity than charm in the modeling of his surfaces and in the composition of his roofs and towers. Given age with a few picturesque legends and traditions, and the group of buildings on the hillside back of San



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Diego might pass as one of the brilliantly beautiful small cities of old Spain.

The winter traveler of 1915 will be fortunate in seeing these two great expositions at the thresholds of their existence—while they are still bright, fresh, and new, and before the great midsummer trek to the far side of the Rockies and the Sierras has begun. Altho new, they will be in no sense incomplete. In the strict time-rules which they have formulated, the managements of both the shows have seen to it that all exhibitors are to be ready with their entire showings before the doors swing ajar upon the opening days. They have put their own houses in order. By the first of November persons who were on the West coast noticed that the fairs were complete—not practically complete, but entirely complete—complete as to buildings and decorations, as to pavements and lawns, trees and shrubs, complete in their intensely interesting and varied exhibit-booths. They have profited by some of the failures of other expositions to be ready upon their opening days—or for some time afterward. Both San Francisco and San Diego planned well enough in advance and carefully enough in detail to prevent such fiascos.

The winter traveler will find much at San Francisco to interest him—even outside the exposition walls. The charms of that city as a winter resort have never been sung. Yet its climate in January or February is hardly different from that of August, when the largest throngs are expected to visit the exposition. Its generous accommodations and hospitality—exprest in more than nine hundred hotels and almost innumerable restaurants, of inconceivable charm and variety—will be more than ample for the midwinter visitor.

If the midwinter visitor has not before visited the wonder-city by the Golden Gate, he should be envied. The most metropolitan city in the Americas—with the possible exception of New York—it has a certain life, gaiety, and brilliancy exceeding that of New York and reminiscent of the old Paris—the Paris of a decade ago. The Panama-Pacific Exposition is immense, yet so much greater is the charm of San Francisco that it becomes but an incident to the city, the largest of her many lions. To see San Francisco as she really is, one must not be content merely to stay closely by his hotel, to take an occasional airing in a motor-car, or to make repeated visits to the Fair grounds. He must be prepared to awake with the rising of the sun, to tramp up the big hills and slip down off them again to find himself at daybreak at North Beach with the fishing-boats coming in—they still use the lateen-sail craft, altho the motor-boats are fast beginning to crowd these out—to drift through Portsmouth Square as Stevenson did and see with his eyes the strange folk from the seven seas who still gather there, to wander in the new Chinatown, which perches ghostlike upon the ruins of its unspeakable predecessor.

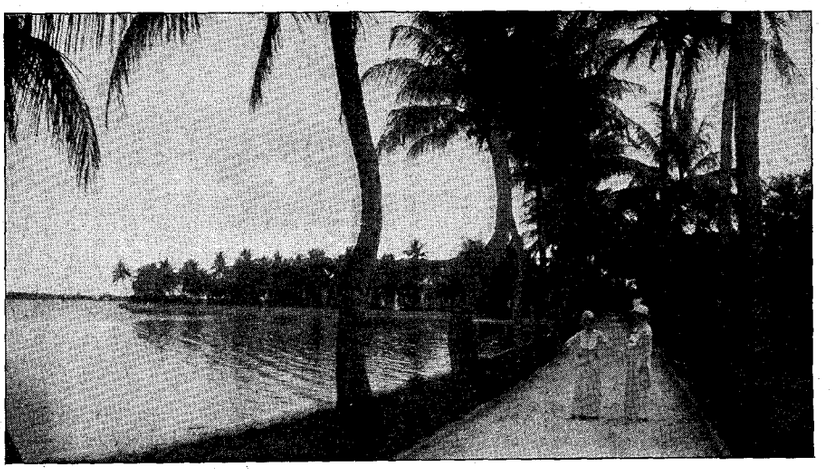
Those folk who knew the old San Francisco, the San Francisco before the fire, will be glad to know that its personality lives in the new. And those persons who are hurrying to the Exposition to see the latest triumphs of American architecture will find the architecture of the new San Francisco hardly less interesting. Solid blocks of substantial buildings, not one of them more than eight years old, to-day give the city by the Golden Gate the most beautiful and distinctive business center of any city in the land, if not, indeed, in the world.

From San Francisco as a center a variety of routes over land and water stretches in a bewildering and fascinating profusion. There are steamer routes to the Orient—of which more in a moment—railroad-lines north and east and south, some of which we are going to follow in a little time. There are flat-bottomed, stern-wheeled steamboats leisurely poking their way up broad rivers, whose low and fertile shores are more than a little reminiscent of Holland. Even the white ferry-boats of San Francisco Bay lead to delights that are close at hand and may be seen between sunup and sunset. Of all these one-day journeys, the trip to Mount Tamalpais and the Muir Woods is perhaps the most satisfactory. A ferry-boat, leaving the foot of Market Street after breakfast, takes one in a half hour across the mouth of the bay, giving vistas of the Golden Gate, to Sausalito, a fascinating residence suburb perched high upon a clifflike bank, its villas and terraces gleaming out through the perpetual foliage like the little Italian towns near the Riviera. But Sausalito should be reserved for a separate trip. The train is in waiting at the ferry-landing and in a short time it gives way to another train—made up of an open car or two pushed by a short but tremendously powerful mountain-climbing locomotive.

The longest straight stretch of track on the ten or a dozen miles of line by which this railroad gains the summit of Tamalpais is a tangent of some 400 feet. The climb is a hard one, but the view from the summit—some 2,600 feet above the sea—most entrancing. There are few mountain peaks from which one can look far out at sea on the one hand and over a widely diversified panorama of bays and rivers and woodlands upon the other. And when one tires of the exquisite view from the sharp peak of Tamalpais, if ever one can tire of it, there is a coast downhill in a gravity car that ends in the deep silences of the Muir Woods, filling a deep ravine for many hundred acres. There is time for a stroll among the giant redwoods before the train leaves which brings one into San Francisco before dusk and dinner.

THE AMERICAN MEDITERRANEAN

To the tourist with an automobile—either rented and brought to California for the especial purpose—the great motor-road stretching south from the Golden Gate offers a supreme enticement. It is a historic trail, once known as *El Camino Real*, and built to give access between the missions which the Spaniards built many years ago all the way from San Francisco down to San Diego. California to-day is preparing to make it a paved roadway for the entire five hundred miles or more between the two cities. Already a large amount of this pavement is completed and to-day a car can sweep out from San Francisco, past the Mission Dolores, originally the north terminal of the old road, through crowded suburbs not unlike those of Eastern cities and finally through the show suburbs of San Francisco—



ONE OF THE ROMANTIC WALKS UNDER THE PALMS AT PALM BEACH, FLORIDA.

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Burlingame, San Mateo, Redwood City, environs decidedly different from anything in the East and rarely beautiful into the bargain—through Santa Clara and San José, surrounded by many miles of the most exquisite orchards one can possibly imagine, then through rugged, barren mountainous country once again, until one comes to Monterey, a little more than a hundred miles south of San Francisco.

The Bay of Monterey has been likened to the Bay of Naples. So has Carmel Bay, hardly five miles distant across a narrow neck of land. Between them is a bit of bold headland, rough shore whose only gentleness is the presence of the "cedars of Lebanon," the strange green and gray cypress-trees which defy the rough winds off the Pacific and are to-day the oldest living things upon this continent. Back of these bays are mountains. It is these bays and the exquisite blue of their waters under cloudless skies that make the likeness to the Mediterranean coast.

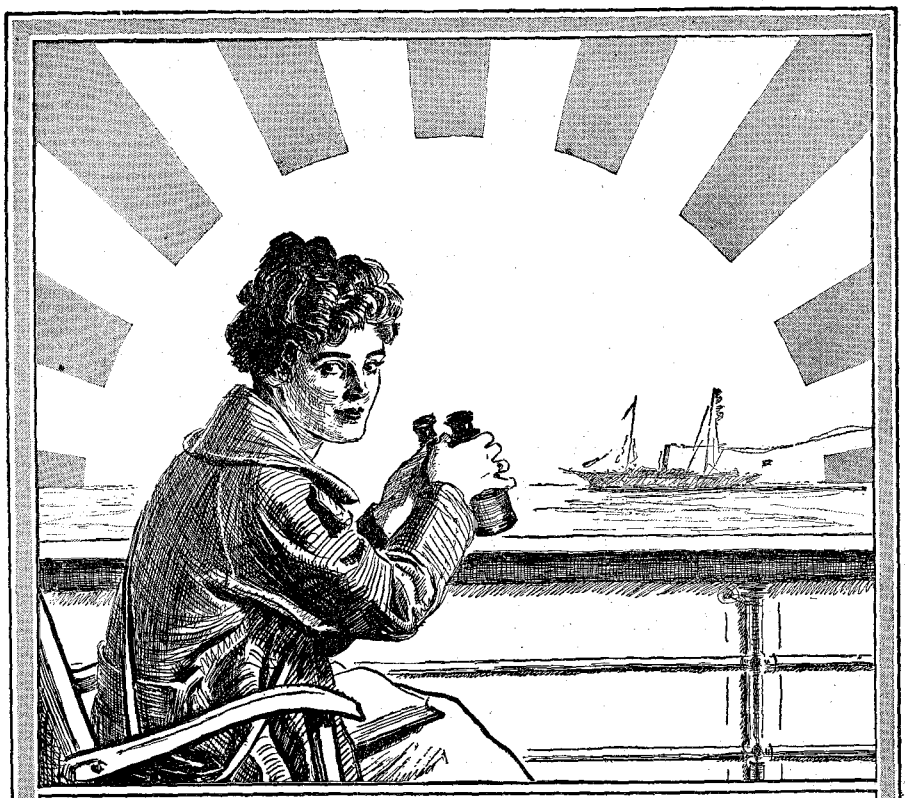
There is a splendid hotel at Monterey—the Hotel del Monte—set in gardens so elaborate and so immaculate that they seem more like stage-settings than reality, and back of it is a golf-course so good and so sporty that the great championship contests of the West Coast are held there each year. And the man or woman interested in the history of California will find the Carmel Mission only a little way distant, while Monterey itself is filled with the lore of the earliest days of Alta California and the more recent tales of its most distinguished resident—Robert Louis Stevenson.

Before we leave San Francisco consider a moment the possibilities which some of its far-reaching water-routes offer to the winter traveler. Suppose that he is not prest for time and is duly mindful of the fact that European travel is to be a fairly difficult thing in 1915. If he has become so addicted to long ocean voyages that they have already become part of his yearly routine, why not a trip across the Pacific? A journey to Japan, China, and the Philippines—even to the ever-joyous Hawaiian Islands—would not be a bad side-trip from the exposition. The great steamers of the Pacific Mail have a well-won reputation. There are several other lines, one of them Japanese, of equal merit.

PASSENGER LANES LEADING THROUGH PANAMA

But the man who must have that long sea voyage and can not spare the time for a journey across the Pacific to the other side of the world can still have his fill. The Panama Canal, which has just begun to rearrange the passenger lanes of the oceans, offers this year an unusual and most attractive water-path all the way from New York to San Francisco. The Red Star line, even before the war began, was preparing to place two of its modern ships flying the American flag in regular service between these two cities.

The Great Northern Pacific Steamship Company, controlled, as its name may indicate, by James J. Hill's two transcontinental railroads, is preparing to place two handsome new vessels in coastwise service between San Francisco and Portland, Ore. They will bring the two Hill roads in a direct touch with the Golden Gate. These ships have been just completed at Philadelphia. In order to bring them into their territory, the journey through the Panama Canal is a necessity.



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In going and returning to these California fairs, the visitor can see vitally interesting portions of his country, its cities, industries and scenic wonders. American travel was never so rich in opportunity.

A very considerable portion of Digest readers are inveterate travelers (transportation men recognize the Digest as America's leading travel magazine). And yet many of our readers have spent most of their travel time abroad. To suggest trips in their home land, we publish the second series of our Winter Travel articles in this issue (the first series appeared in our October 24th number).

If any of our readers desire further suggestions or information, we invite them to write us and we shall be glad to put them in touch with those transportation authorities who can supply all necessary data.

TRAVEL BUREAU

The Literary Digest

The management has planned to make each of these journeys a full-fledged passenger-trip. One of the steamers will leave Philadelphia in January, the other in February, and each will sail direct to San Francisco.

Other water-routes from New York to the Golden Gate are being announced. The running time for all of these will be anywhere from fifteen to twenty days, a full day being allowed for the passage through the locks and levels of the canal. By special train arrangements at the Isthmus it will be possible for such passengers as may so wish to alight there and see something of the important ports at either terminal.

Santa Barbara is the first important coast-town south of Monterey, altho upon the line of the railroad that connects them are the important health resort and springs of Paso del Robles. Like Monterey, Santa Barbara has played a distinguished part in the making of California. Her mission, standing on a natural terrace at the rear of the town and commanding a sweep of the Pacific, is a lion well worth seeing. She has narrow streets and quaint houses, splendid hotels and cottages of a sort that would make even Newport or Bar Harbor envious.

When you arrive at Santa Barbara from the north you are at last in Southern California. For nearly two hundred miles south along the shore stretches a variety of fascinating resorts. Many of them group around the bustling city of Los Angeles, which, while offering few tourist attractions in itself, is nevertheless a great focal point for many places appealing to the winter traveler. The nearest of these is Pasadena, which is a sort of inland Santa Barbara set upon high hills at the foot of snow-capped mountains and possessing superb hotels and private homes. A little farther distant and in the opposite direction is a group of ocean beaches—Santa Monica, Long Beach, and Venice most distinguished among them. Beyond these beaches is a world-famed ocean resort, Santa Catalina Island. It is easily and quickly reached by a daily steamer from the mainland, which connects with both the steam and electric trains from Los Angeles. The delights of Santa Catalina are not easily forgotten. Perhaps the most distinctive of all is the riding along shore in a glass-bottomed boat, which gives an exceptional view of the elaborate life under the waters of the clear Pacific.

It is hardly sixty miles inland from Los Angeles to those joyous winter resorts, Redlands and Riverside. The last of these is distinguished by what is beyond a doubt the most satisfactory and wonderful hotel in America. Designed after the fashion of the mission architects, this tavern at once has a charm and atmosphere such as one can not find in the average hostelry.

Indeed, all of Southern California has charm and atmosphere. It is Italy in America, Italy scrubbed and cleaned and with the folk speaking a familiar tongue, the dash of Spanish in the air giving character to the whole. The charm and atmosphere increase as you go south until finally you come to San Diego, just above the international boundary—San Diego which, three years ago, decided that she, too, would have an exposition. Despite her comparatively isolated location down in the southwest corner of the United States, despite that fact that at that time she had hardly more than 35,000 residents,

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she has built and completed her Panama-California Exposition—at a cost of tremendous effort—and some five million dollars.

But San Diego, like San Francisco, offers winter tourists far more than an exposition. For one thing, there is Coronado Beach, that wonderful sand-spit reaching out from northernmost Mexico and making the haven of San Diego, holding a great hotel, a bathing-establishment, and hundreds of cottages large and small. For another there is Point Loma, with Mrs. Tingley's interesting school colony and Greek theater. For still another, there is La Jolla, with strange caves and tropical gardens. In front of all these there is the sea, soft and blue like all southern seas, and behind them the majesty of the mountains. Here is a playground for the winter traveler!

PLANNING THE TRANSCONTINENTAL TRIP

In making the trip to the Pacific Coast you should plan to see as many as possible of the wonders and attractions of your own land. In so doing it will be necessary to go by one route and return by another. In mapping the itinerary you have choice of a great diversity of routes. As already pointed out, you may swing around the Great Arc which traverses the ocean lane between New York and San Francisco, intersecting the Panama Canal. You may journey part way by water and part way by rail, or you may select one of the many all-rail routes.

Most southerly of all transcontinental routes is that of the Southern Pacific System with three gateways to California and the coast, the first via New Orleans, the second via Ogden, and the third via Portland and the northwest. Connection between New York and New Orleans is made by the company's own steamers leaving either port Wednesdays and Saturdays, or by all rail via Southern Railway and connections. The "Sunset Limited" is the Southern Pacific's famous train between New Orleans, Los Angeles, and San Francisco. In conjunction with the Chicago & Northwestern and the Union Pacific it carries over its rails the "Overland Limited" and "San Francisco Limited" between Chicago and San Francisco, via Ogden, and in conjunction with the Union Pacific and St. Paul systems, the "Pacific Limited" via Omaha and Ogden. In connection with the Rock Island-El Paso Southwestern lines the Southern Pacific also operates the "Golden State Limited" via Kansas City, El Paso, and Tucson to Los Angeles and San Francisco. Tourists from San Francisco northward may journey through a land of scenic charm by the Southern Pacific's Shasta route to Portland, Tacoma, and Seattle.

From Chicago, from St. Louis, and from Memphis stretch westward the well-equipped Rock Island Lines, affording excellent service to the coast, the Colorado mountain region, and the northwest. Three routes to California are afforded by the Rock Island System via Denver or Colorado Springs and Denver and Rio Grande and Southern Pacific or Denver and Rio Grande-Western Pacific, the latter traversing the Feather River Cañon, also the low-altitude route via El Paso and Southwestern and Southern Pacific, over which steam the Rock Island's crack California trains. "The Golden State Limited" and the

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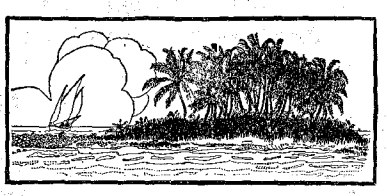

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"Californian." Tourists desiring to stop over at the Colorado mountain region are given excellent service by the Rock Island's "Rocky Mountain Limited" between Chicago and Denver or Colorado Springs.

The Santa Fé, with its own direct line between Chicago, Kansas City, San Diego, and San Francisco, is famous for giving tourists an opportunity to view the Grand Cañon of Arizona. Four through trains are available by this road, including among others the "California Limited" and the "Santa Fé de Luxe" (from Chicago every Tuesday).

The Union Pacific offers the shortest route from Chicago to San Francisco, enjoying also the facilities of direct connecting lines from Ogden southwest to Los Angeles and northwestward to Portland, Tacoma, and Seattle. Five through trains, the "Overland Limited," "San Francisco Limited," "California Mail," and "Los Angeles Limited" (via Chicago & Northwestern), "Pacific Limited" (via Chicago, Milwaukee & St. Paul), also the "California Mail" are carried over the Union Pacific main line, while excellent through-train service is given by the Union Pacific between Chicago, Portland, and Seattle in conjunction with the Oregon Short Line and Oregon-Washington Railroad and Navigation Company. Through service is also handled by the Union Pacific between Chicago, Omaha, and Los Angeles, via Chicago & Northwestern, and San Pedro, Los Angeles & Salt Lake Railroad.

The Northern Pacific's main stem between St. Paul and Portland has as its eastern feeders the Burlington, St. Paul, Great Northern, and Rock Island, and as its western connections between Portland and San Francisco the Southern Pacific. The leading through trains from Chicago to the coast over this route are the "North Coast Limited" (via Chicago & Northwestern), the "Northern Pacific Express" (via the Burlington), and the "Puget Sound Limited," from St. Louis via Kansas City and Billings, and thence by Northern Pacific.

Another of the attractive northern transcontinental routes between Lake Michigan and the Pacific Coast is that of the Chicago, Milwaukee & St. Paul, whose through line connects Chicago, Seattle, and Tacoma. The premier trains of this system are "The Olympian" and "The Columbian." As already stated, over the rails of this same system between Chicago and Omaha are operated, in conjunction with the Union Pacific, Salt Lake Route, and Southern Pacific, the "Pacific Limited," and "California Mail" to Los Angeles and San Francisco. The St. Paul's route intersects Spokane.

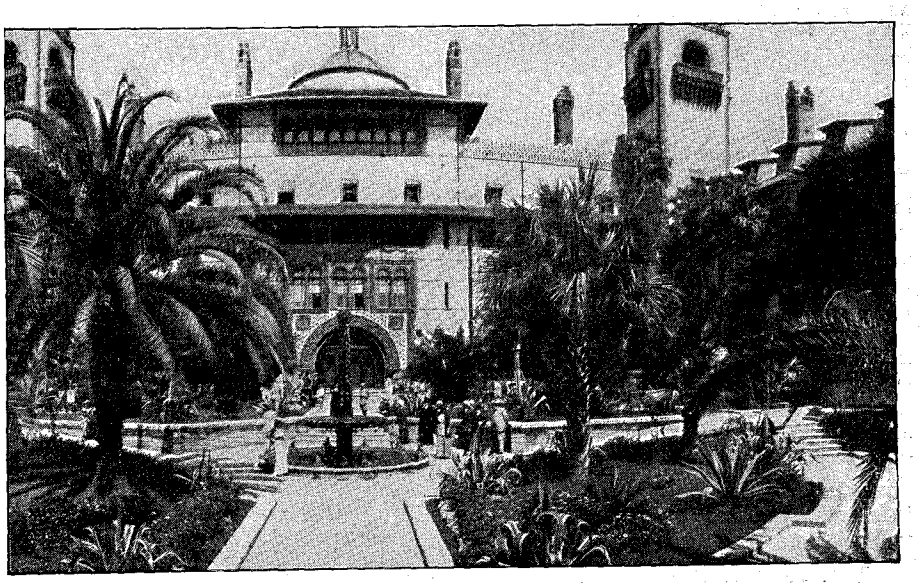
Still another transcontinental trip from Chicago to the coast may be taken over the Great Northern, the eastern termini of which are at Duluth and St. Paul, the western at Vancouver and Portland. The "Oriental Limited" and "Great Northern Express," and other through trains leave from Chicago over the Burlington line.

From Chicago the Burlington System affords the California tourist the choice of several routes. Over its rails to St. Paul and Minneapolis travel, as above stated, the "Oriental Limited" and, via Billings, the "Great Northern Express," continuing westward by the Great Northern. Another route is by the "Northern Pacific Express," via St. Paul and Minneapolis and Northern Pacific Railway. By still another you may go via Billings and Northern Pacific Railway. Through-car service is given over the Burlington to San Francisco, via Denver, Rio Grande-Western Pacific, Southern Pacific, and via Denver, Rio Grande, and Salt Lake Route to Los Angeles.

Over the Chicago & Northwestern depart several notable through trains bound for California. Among the most important of these are the "Overland Limited," "San Francisco Limited," and "California Mail," via Union Pacific and Southern Pacific to San Francisco and Los Angeles, the "Oregon Washington Limited" to Portland, via Union Pacific, Oregon Short Line, and Oregon & Washington R.R. and Navigation System, the "Los Angeles Limited," running via Union Pacific, and San Pedro, Los Angeles & Salt Lake Line, etc.

Traversing what has been described as the grandest mountain scenery of North America, the Canadian Pacific's vast system stretches a steel band from coast to coast. To the north of the Canadian Pacific is the newest of all the transcontinentals, the now practically completed Grand Trunk Pacific, while in the same direction runs the Canadian Northern. Each of these three systems has numerous connections with rail lines reaching south of the border.

Complete round-trip tickets may be pur-



TROPICAL LUXURY AT ONE OF THE HOTEL PALACES ON THE EAST COAST OF FLORIDA.

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chased in any of the big cities east of Chicago, giving the passenger the privilege of going by one route and returning by another, with stop-overs at all points of interest. Unusually low round-trip all-expense tours to both Expositions will be on sale after January 1 by leading railways.

THE WINTER PLAYGROUNDS OF FLORIDA

Florida is another such playground. Dotted between Florida and Southern California are many other playgrounds, most of them closely following the southern boundaries of the United States. Among these are Pass Christian and Biloxi, on the coast of the Mississippi. New Orleans, with all-winter fascinations for tourists as well as its great season of overwhelming joyousness at Mardi Gras, is near by. A little farther to the west is Galveston, which, in addition to being a very great commercial port, possesses one of the finest hotels and beaches in the South. A short way farther west again is San Antonio—inland, and almost a thousand feet above the sea, with a warm, dry, invigorating climate as well as historic associations that have led it to be called the "Cairo of America."

To the north and east Florida long since proved itself an ideal playground. To slip out of New York or Boston in a winter snow-storm and to find yourself two days later among roses and tall, trembling palms, with overcoat forgotten and pongees a luxury, is a transformation scene that seems more like a theater than reality. Yet that is what Florida can do for you. There may be snow and ice in Broadway or in Tremont Street; down at Miami or Palm Beach you will be seeking the shade at midday and the cooling comfort of a long drink with ice in it. Bathing, driving, motoring, golf, and real fishing in both salt and fresh water are some of the recreations in this land of midwinter warmth and flowers.

Jacksonville, like Galveston, is a brisk commercial port, which nevertheless maintains itself as a tourist resort into the bargain. From Jacksonville all the way south to Key West—now reached by as wonderful an oversea railroad as the genius of men has ever essayed to construct—the Atlantic shore is dotted with winter resorts. The names of many come quickly to mind—St. Augustine, Daytona, Ormond, Palm Beach, Miami; there are others where one also may choose between lazy comfort and brilliancy. Of these East Coast resorts St. Augustine is the one possessing historic charm. It is the only walled city within the United States; and its ancient fortress has stood sentinel for more than three hundred years.

It must not be imagined that all of Florida's attractions lie along her coast lines. The interior country is dotted with lakes and towns provided with comfortable hotels. Ocala, Sanford, Orlando, Winter Park, and Lakeland are growing in favor with tourists each year.

The Gulf coast of Florida has more shore resorts—Tampa and Pensacola are the names that come most quickly to mind—while the steel highways from the north that lead to Florida are lines with stopping-points that can not fail to appeal to the winter traveler. Charleston and Savannah are lovable old towns upon the sea; Camden and Pinehurst, Aiken and

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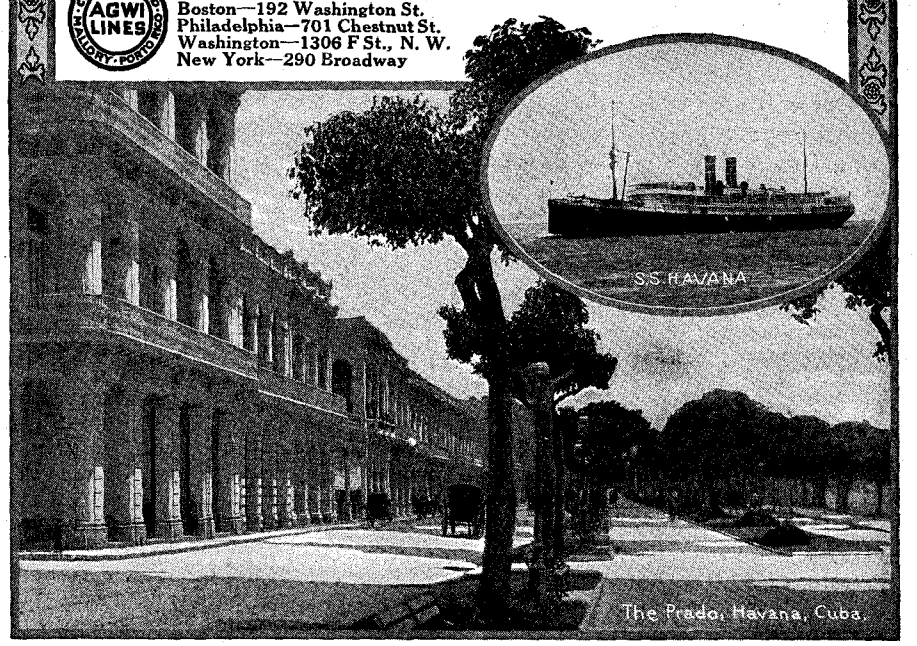

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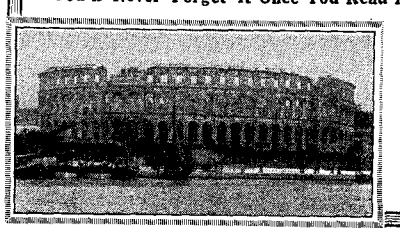
By ALICE LEE MOQUE



The book is timely for its descriptions of places already in the wake of war; among these is Cattaro, the recently bombarded fortification on the Adriatic. Unusually attractive is the great scenic and historic interest attaching to Pola, Sebenico, Gravossa, Spalato, Ragusa, etc.

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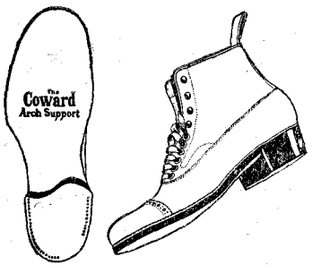

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Augusta stand among the pines on higher land; Asheville clings to the mountainsides of North Carolina and proclaims herself "the land of the sky." These points are visited by many thousands of winter travelers. They have already been described in an earlier issue of THE LITERARY DIGEST.

Three great arteries of travel lead from the North to the Florida resorts, either directly or through connecting lines—the Southern Railway, the Atlantic Coast Line, and the Seaboard Air Line. Travelers from Chicago, Indianapolis, Cincinnati, and Chattanooga may journey to Florida by a solid steel train operated over the Big Four, Queen and Crescent, and Southern Railway systems. Inland and West Coast points are reached directly by Seaboard Air Line and Atlantic Coast Line. East Coast resorts are served by the Florida East Coast system, extending from Jacksonville to Key West.

JOURNEYS TO THE ANTILLES AND SOUTH AMERICA

Already we have spoken of the steamers that sail this winter for the first time direct from New York to San Francisco. Their route from the North Atlantic to Colon, the Atlantic entrance to the canal, runs down against the Gulf Stream and threads its way through the tropical West Indies. In fact, some of these vessels will stop at the larger of the island ports. But the average winter traveler who is anxious to see these points will take one of the vessels, which, starting from Boston, New York, Philadelphia, or even more southerly ports, loops past Cuba, stopping either at Havana or Santiago, or both, certainly reaching the strange, old-fashioned port of Kingston in British Jamaica, and possibly stopping at San Juan, Porto Rico, before reaching Colon and the great engineering achievement which the United States has given to the world. Some ships, notably the great white fleet of the United Fruit Company, make landings at several ports on the northerly edge of South America. Indeed, a variety of attractive trips to the tropics is afforded by this great steamship system, including service from New York, Boston, New Orleans, Philadelphia, Baltimore, Mobile, and Galveston to Cuba, Jamaica, Panama, Colombia, Costa Rica, Guatemala, Honduras, Nicaragua, and Pacific coast connections. Attractive cruises occupying from eight to twenty-four days are available with ample stops at interesting ports. Colombia and Venezuela are fascinating lands, little known or little understood by many residents of the United States.

South America spells fascination for the winter traveler from the more northerly of the sister continents. One ultimate effect of the great war will undoubtedly be the multiplication of accommodations from New York and Boston to such great harbor cities as Rio de Janeiro and Buenos Aires. But there are ships of the Lamport & Holt and the Royal Mail Steam Packet Company which already reach from the United States direct to these cities and afford a comfortable passage from the one side of the equator to the other. In times of peace the ubiquitous and progressive German lines add to this service, as well as helping reach the many, many ports of the West Indies.

To attempt to describe such cities as Rio de Janeiro or Buenos Aires in a single paragraph of this brief guide to the winter

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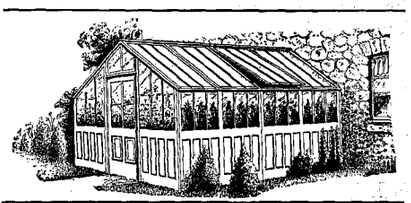

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traveler is quite out of the question. It is enough to hint at the marvelous beauties of the far-famed harbor of Rio or of the commercial preeminence of the metropolis of the Argentine Republic—to draw faint pictures of the great cities as fair to look upon and as comfortable to dwell within as Paris or Vienna, to whisper the little-known and less understood hinterland behind each as it is to attempt to paint in detail lands which, to most Americans, are unfortunately hardly more than mere names.

In reaching the West Indies it is, of course, not necessary to sail from New York out into the North Atlantic and around Hatteras. There are excellent steamer services from New Orleans and Mobile, from Miami and from Key West. The charming old town of Nassau, in the Bahamas, is only a short sail from Miami, while from Key West a stout ferry-steamer reaches Havana in something less than eight hours. In Havana you dip into the atmosphere of a southern European city. History and romance give this ancient city a peculiar charm to the visitor from the North. During February and March boulevards and parks of the Cuban capital are gay with the celebration of the annual carnival. Most interesting railway trips radiate from Havana. Access to the interior of Cuba is afforded by the lines of the United Railways of Havana and allied lines, these lines, supplemented by the Cuba Railroad from Santa Clara, forming a rail line all the way through the center of the island to Santiago. Bermuda, of course, is best reached from New York. There are several steamer lines, including the Quebec Steamship Co., Royal Mail Steam Packet, and Bermuda-American Steamship Co., that make the trip, and as a short winter ocean journey there is hardly one to compare with it in popular favor. In no other way can one turn from Broadway quite as quickly to a foreign land, foreign currency, foreign flavors of every sort as by taking steamer from a North River pier to Hamilton, the chief of the island ports. The varied attractions of Bermuda were described in detail in a preceding issue of THE LITERARY DIGEST.

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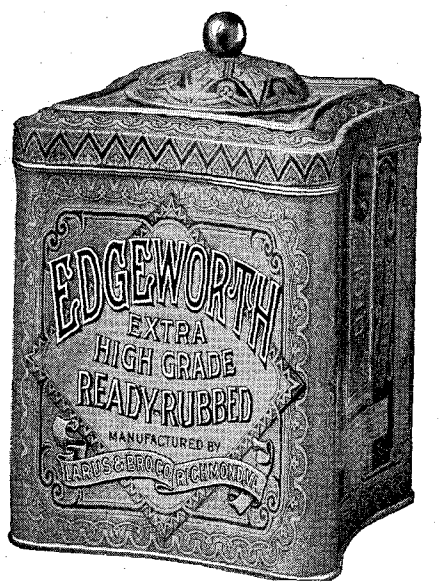


Dollar Christmas Gift for Men Who Smoke

(—not much to pay for a gift, but *this* gift will make a hit with any smoker.)

(—your friend, brother, husband—it's a safe gift, sure to please.)

It is Edgeworth Ready-Rubbed in a pound humidor tin. It is choice tobacco. It is the tobacco that induced Mr. H. J. Kline, 1050 Leader-News Building, Cleveland, Ohio, to write the producers of Edgeworth as follows:

"Three years ago my dentist heard me complaining because I could get no pipe tobacco that was worth a cent a carload. He immediately introduced Edgeworth. If I had a million dollars I would be almost willing to give half the sum for what he did for me. Since that time I have smoked Edgeworth and nothing else. And it has the same flavor today that it had the first time I smoked it. I have told a thousand friends about it and they are now all Edgeworth devotees. Pipe smokers who come to my house go "daffy" over my Edgeworth.

Very truly yours,
(Signed) H. J. KLINE,
Secretary, Forest City Live Stock & Fair Co.
General Manager, The Forest City Fair.
Secretary, The Grand Circuit."

If you can't get Edgeworth in one-pound humidor tins (price $1.00) at your retail tobacco store, Larus & Brother Co. will ship you direct on receipt of $1.00, all charges prepaid. If you want to make one or more of your friends Christmas gifts of these Edgeworth packages, give your instructions to your dealer, or, if he will not supply you, send us names and addresses of friends with your cards and check to cover your order at $1.00 per package and we will gladly attend to the shipping.

If you have smoked Edgeworth through some long, quiet evening, this is all you need to know. If you have never smoked Edgeworth, we will cheerfully give to you a sample of the tobacco we suggest that you give your friends.

A sample of Edgeworth Ready-Rubbed is something easy to obtain. All you have to do is to make up your mind to ask for it and send a post card request to Larus & Brother Co., 5 South 21st Street, Richmond, Virginia, who will be glad if you will also mention your dealer's name. You are invited to send for the sample.

Edgeworth Ready-Rubbed is easy to roll into a tight, round cigarette. In a cigarette it is slightly milder than in a pipe, and the flavor of an Edgeworth cigarette is refreshingly different from "tailor-made" cigarettes.

The original Edgeworth is a Plug Slice, wrapped in gold foil and sold in a blue tin. Edgeworth Ready-Rubbed may be bought in 10c and 50c tins everywhere and in the handsome $1.00 humidor package which is so suitable as a Christmas gift. Edgeworth Plug Slice, 15c, 25c, 50c and $1.00. Sold by practically all dealers or mailed prepaid if yours has none.

To the Retail Tobacco Merchant:—If your jobber cannot supply Edgeworth in dollar humidor packages, Larus & Brother Co. will gladly ship you direct at the same price you would pay the jobber.

justly. For here we find all the delightful attractions of the tropics and an ideal climate, the temperature at Nassau averaging 72 degrees for the entire season. To a Nassauvian, however, perfect weather and flowering plants are the commonplaces of the day. He has been accustomed to them ever since he could remember and accepts their presence with true British conservatism. Hog Island's glorious stretch of coral beach, where the winter visitor takes his morning swim and which is probably as fine a winter bathing-beach as any in the world, is accepted quite as calmly by the Bahamas Islanders.

Tennis has come to the front wonderfully in the Bahamas, the Colonial courts, in the opinion of visiting experts, being unsurpassed for surface and background by any in the world.

The many followers of Colonel Bogy in Nassau are well paid for their devotion. Not the longest course in the world, but a mighty "sporty" one, the Nassau course has endeared itself to the hearts of many veteran and fledgling golfers. The Florida East Coast Golf Championship, which is played on February 23 and following days, attracts a large field and is the occasion of many stirring matches.

You may reach Nassau by through Pullman from New York to Miami, Florida, and then by steamship *Miami*, of the P. & O. Line direct to Nassau, the trip occupying about two and one-half days. Or you can take the all-water route from New York direct by express steamers of the Ward Line, regular weekly service, the trip occupying about seventy-two hours.

From other North River docks vessels are constantly sailing with destinations that must appeal to the imagination of the winter traveler. Every important harbor port to the south of the American metropolis can be reached from it by frequent and direct steamer service. The various lines that go to form those cabalistic initials, the A. G. W. I. (Atlantic, Gulf, West Indies) give direct and excellent service to such points as Galveston, Mobile, Jacksonville, Savannah, and Charleston. There is an excellent service by Old Dominion Line to Norfolk and Old Point Comfort, whose really comfortable hotel is quite as well known as Fortress Monroe, which stands within a stone's throw. And, to let our minds drift back to Southern California once again, there are stout steamers of the Southern Pacific sailing twice a week to New Orleans, advertising "a hundred golden hours at sea" and forming a direct connection between New York and the great Southern Pacific rail system.

Jamaica, long a land of fascination for winter tourists, is thus described by the author of "The Sea and the Jungle":

"And we had close over our port bow the most beautiful island in the world. It is useless to deny it, and to declare that you know a better island. Can't I see Jamaica now? I see it most plainly. It descends abruptly from the meridian, pinnacles and escarpments trembling in the upper air with distance and delicate poise, and comes down in rolling forests and steep, verdant slopes . . . to more leisurely open glades and knolls. . . . It is a jewel that smells like a flower . . . For long I watched it, declaring continually that some day I must return (and that is the greatest compliment a traveler on his way home can pay to any spot on the earth)."

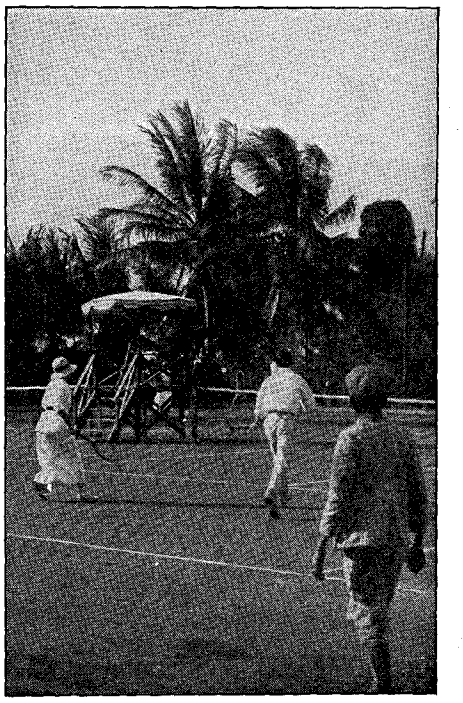
Jamaica is reached conveniently by steamers of the United Fruit and Royal Mail Steam Packet lines.

In touring the West-Indian Islands you may visit the possessions of Great Britain, France, Denmark, and Holland, but to Americans there is a peculiar interest in our own island, Porto Rico, over which float the Stars and Stripes. Here we find a curious commingling of ancient Spanish customs and institutions with the spirit of modern progress introduced by the United States. An attractive cruise to Porto Rico from New York is afforded by the New York & Porto Rico Steamship Company, occupying sixteen days, visiting several ports, and costing, on board and ashore combined, from $110 to $120.

The Windward Islands, including St. Lucia, St. Vincent, Granada, the Grenadines, and others, are comparatively new and highly interesting winter resorts. The climate of this region is genial and balmy, and distant only four or five days' sail south of New York. The islands are visited by steamers, as the new S.S. *Guiana*, of the Quebec Steamship Line and Royal Mail Steam Packet Company's ships.

The winter traveler is a fortunate creature, indeed. Even if his journey is a short affair breaking in for a few days in the midst of a season's hard business grind, it is almost sure to be beneficial to him, to bring benefits that are far more to him than can be exprest in dollars and cents, even in the dollars and cents that are the expense account of his trip. And the fashion of short mid-winter trips is growing. If the New Yorker finds that he can not get the time for the South or the Canadian North, he may be sure that some time between January 1 and the first day of April he is going to pack his duffel and scurry down to Lakewood or Atlantic City. The novelty of these two places as winter resorts has long since passed. Lakewood knows no summer season, and as for Atlantic City, it gains its greatest social pretensions each year in the days between the Christmas holidays and those at Eastertide.

The mid-winter traveler has come to stay. Catering to his whims and taste has become one of the recognized transportation and hotel problems of America.



MID-WINTER TENNIS IN THE BAHAMAS —ON THE COURTS AT NASSAU.

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